

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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RICHARD H. EDMONDS,  
Editor and General Manager.

THOMAS P. GRASTY,  
General Staff Correspondent.

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BALTIMORE, JUNE 2, 1899.

One of the great advantages connected with the national export exposition to be held at Philadelphia this fall will be the opportunity given to American manufacturers to show their products side by side with those of England, Germany and other countries which are now exporting manufactures in competition with the United States.

"Memphis mirrored in the Scimitar" is the artistic frontispiece of the art supplement to the greater Memphis edition of the Evening Scimitar, one of the most progressive afternoon papers of the country, the publication presenting a condensed view of the business, railroad and industrial life of the Tennessee city. The text, handsomely illustrated with half-tone engravings, is a striking illustration of the industry, alertness and skill which have brought the Scimitar during the past eight years, under the editorship of Mr. A. B. Pickett, to its present useful standing.

At the request of the bankers of Nashville, Tenn., the address by Col. J. B. Killebrew on the South and its opportunities for the investment of capital, delivered at the recent convention held at Southern Pines, N. C., has been published in handy pamphlet form. In it are discussed and refuted the fallacious arguments against the South, the conditions after the war between the States are reviewed, and, starting with the renewal of the iron industry, the development of coal, phosphates, textile, tobacco and other industries are sketched vividly, leading to the position that the South is the coming center of the world's industry. The pamphlet, in giving Colonel Killebrew's views a wide circulation, will be of great benefit to Southern development.

### To Welcome Capital.

A leading Northern man, who has been established in Alabama for some years and is intimately identified with the business interests of the State, in a personal letter to the editor of the Manufacturers' Record says:

You know I am no speculator. I believe in steady, continuous, conservative progress, which no sudden collapse of business can destroy. Things are tending to overspeculation. If prices were to rest where they are just now all would be well, but they are going higher, and there is danger ahead. Men are not satisfied with sound trade conditions.

The modern speculator has the maw of the Centaur. The only thing that favors us in the South is the amazing cheapness of property, raw material and labor. A sudden revulsion would find the South prepared, so far as her manufacturing interests are involved, but her inflated stocks would go to the depths like a broken pot. Nothing now can stay the march of Southern enterprise. Steel, pig iron, bar iron, water pipe, cotton manufacturing and the great coal trade are even today her great trophies. The South will dominate these industries as surely as the fertile lands of the great West made new laws for the agricultural interests of the Eastern States and wrested the great grain control and kindred trade from that section.

Prejudice, vicious and unreasonable, keeps capital from this section of the country, but the tendency of American trade being towards countries south of us will give this region such an immense advantage that it will be able to control, despite the enmity, jealousy and the opposition of the world. The North is making a great mistake. Instead of antagonizing Southern progress, its capital should be here to assist in development and in making Southern progress national, continental, American. Glad hearts would welcome it, and there would be no danger line if capitalists would avoid the quicksands and select safe ground to build on.

### Good for Alabama.

The people of Alabama may take particular satisfaction in the action of the people of Huntsville in making certain the erection there of another cotton mill by Northern capital. The mill will be built by the Merrimack Manufacturing Co. of Lowell, Mass., and it is expected will ultimately become a duplicate of the parent establishment in New England. The ultimate plans include an establishment with 200,000 spindles, a bleachery, print works and other adjuncts, making it by far the largest cotton-manufacturing enterprise of the South's. Work upon it is to commence at once, and it is expected that within six months 25,000 spindles will be in operation. Print cloths, ginghams, satens, velveteens and fine dress goods will be manufactured, each class in its separate mill. It is estimated that 5000 laborers will be employed, and that the coming of the mills will mean a direct support for 15,000 persons.

This latest addition of New England capital to Alabama industry is another notable indication of the tendency toward the removal of the cotton-manufacturing industry to the South, where the advantages of contiguity to the cotton fields and to fuel, the labor supply and other things valuable in the textile industry is so remarkable. Around the mills other industries will certainly gather, and Huntsville will soon occupy a notable position as an industrial center. The progressive citizens of Huntsville have been active in inducing the establishment of the mills there. They accomplished their purpose not without much difficulty. Two or three times it appeared as if the enterprise was a certainty, but unfortunately obstacles were presented. An expert reported that the Brahan Spring could not furnish enough water for the mills, and that it went dry in summer. While he was in Huntsville the greatest flood of fifty years occurred, and

report was made that the country was flooded once a year. These reports led the mill directors to look askance at Huntsville, whereupon Mr. T. W. Pratt and Mr. W. S. Wells went to Lowell, and, after persistent and patient efforts, persuaded the directors to agree to place the mills at Huntsville if claims made in a guaranteed proposition were found to be correct. The guarantees were:

That citizens of Huntsville would give \$10,000 toward the purchase of a mill site.

That as much of the land around Brahan Spring as the company should desire would be placed at its disposal.

That Brahan Spring would flow more than 5,000,000 cubic feet of water a day.

That should there be a deficiency in this flow it should be supplied from the Huntsville Spring without cost.

That Huntsville is all that can be desired as a healthy site.

These propositions have carried conviction, and the Huntsville Mercury, which has been active in support of the citizens' efforts, summarizes the advantages as follows:

The vote of the board of directors has directed that the Huntsville plant shall operate 200,000 spindles, a bleachery, dye works and print works to employ altogether more than 5000 hands. Leaving a proper distance between the buildings, this will make the new plant cover about eighty acres of ground. Each employe of the mill will represent three people, thus insuring a new population of 15,000 persons directly connected with the mill. That will make a city of the present size of Huntsville. The mere doubling of the population will, however, be but a small portion of the advantages that come with so large a manufacturing enterprise. It is the history of all manufacturing enterprises that they locate near each other. Proof of this is that several other large enterprises have opened negotiations with the business men here with the object of building in this city. Among these may be mentioned two new cotton mills, a brewery, a tinware factory and a steel foundry. The coming of the Merrimack Mills is but the beginning of an era of prosperity in Huntsville which bids fair to outdistance even the wildest dreams of our most sanguine citizens.

The realization of these dreams shows what can be done by the citizens when they stand together working for a common interest under competent leadership. The citizens were led by Mr. T. W. Pratt, to whom is attributed the origin of the plan and the persistent work, both before the State legislature and among his fellow-townsmen, which has brought it to such a satisfactory conclusion. Mr. Pratt has for years labored directly and indirectly for the development of Huntsville, and his name will always be associated with that city's progress. He and those who have co-operated with him are to be congratulated, both for themselves and for the South. Their success in bringing the new mills to Huntsville has been the means of presenting an object-lesson of value to the whole industrial South.

The drift of Northern capital to that section is quite natural. It is in accordance with natural and economic laws. It may be hastened, and may be

hastened to the benefit of individual localities, by energetic measures which have been signally successful in the case of Huntsville. There is not the least doubt that the mills would have been established elsewhere had not the citizens of Huntsville followed so closely the lead of Mr. Pratt in overcoming objections and in offering inducements. The \$10,000 contributed toward the purchase of the site are as nothing compared with the immense material benefits to be derived from the location of the mills and other industries which will surround them. The investment will not only pay a large dividend indirectly, but it will be repaid directly many times. Other Southern cities should assemble in condensed form the facts regarding this achievement of Huntsville, and should keep them in sight as a sure and safe guide to their own advancement.

### Influences to Radicalism.

Discussing the anti-trust legislation in Southern States the New Orleans Picayune is inclined to find fault with the Manufacturers' Record for its position against shortsightedness on the part of lawmakers in framing such drastic measures. The Picayune acknowledges that such legislation is no doubt radical, but it blames the trusts rather than the people for such legislation. Apparently, though, neither the trusts nor the people are to blame. Men chosen by mistake to represent the people are responsible for it, and for all the evils which may flow from it. There are various ways of looking at the subject. One appears in an editorial of the Vicksburg (Miss.) Herald, which advises other States to wait until the effects of the Texas experiment have been noted. It says:

If this bill becomes a law, as it almost certainly will, and the enforcement of it is made imperative—which is not the case with the Mississippi statute against trusts and combines—and the courts let it stand, it will prove a real test of the feasibility of repressive legislation. This has never been had heretofore.

The anti-trust theory may be all right, as we certainly regard the growth of trusts, so-called, with decided disfavor and prejudice. But after all, is it ultimately bad, and can legislation cure it? These are questions which theory cannot settle. Nothing can do this but a practical test and object-lesson. On this account, being at the expense of another fellow, such a law as the Texans are going to set up will prove of decided value. Like the dose that was first tried on a dog, if it fails to kill in Texas, then Mississippi can chance it. And, while a skeptic as to the extent claimed of the badness of the trusts, and of the curatives of law, the Herald trusts that the courts will just hands off until this "rough on rats" has had a fair swing at the "in-nards" of Joe Bailey's State.

From another standpoint the Dallas News writes as follows:

Earnestness or even zeal is hardly enough of itself to insure success in fighting the monsters, actual and imaginary, which our statesmen are now pursuing with a vengeance. Discretion and due deliberation are necessary in contests of this kind, both as a means of destroying the unlawful combinations and of avoiding a disastrous blow at the credit and business of a State. It is quite probable, judging from all that has



been read or heard, that for every dollar of political capital made by the Arkansas politicians out of the anti-trust law the people of Arkansas have paid in losses thousands of dollars. In the end, in States in which the desperate warfare is overdone, even the political capital may not count. It is quite conceivable that in several close States the hard times of coming years may be charged up to the anti-trust fighters by at least enough voters to put the majorities in the wrong column. Zeal is an excellent characteristic, but it does not take the place of wisdom.

Still a third view is given by the San Antonio Express. It is estimated that the passage of the anti-trust law would mean the loss of employment for 100,000 or 150,000 persons in Texas, and would seriously affect, for a time at least, business interests of various kinds involving many millions of dollars. It regards the legislature as suffering from a species of rabies, and sagely remarks:

When any economic problem enters the field of party politics as a partisan issue the tendency is to radicalism in legislation that may suit the purposes of ambitious politicians and their thoughtless following, but always to the detriment of the country's business interests and in antagonism to the views of the conservative and judicious elements of all parties. The extreme measure adopted by the legislature of Arkansas was promptly declared unconstitutional by the court to which a case was submitted, and many good lawyers believe that the measure which is pending in the Texas legislature would meet a similar fate if it should be enacted and submitted to a test in the Supreme Court. Many others, who are as much opposed to trusts and as eager for legislation that will control their operations as the most ardent advocates of the pending measure, believe that extreme and ill-considered anti-trust legislation may be made quite as harmful as the unrestrained license of trusts.

There is reason to believe that the Express touches, but touches gently, the real cause of the disease—politics. One of the main explanations of the comparatively sudden, unreasoning and reckless agitation which has disturbed the business of two or three States already and threatens to work greater disaster is the desperation of statesmen who never should have been elected to office, or who, having possibly served well their generation, now lack ability to meet in wisdom the new problems before the country, and consequently must grasp at any device to save themselves from political annihilation. If it were not trusts it would be something else with these gentry, and it is almost useless, if not a menace to the prosperity of the country, for time to be spent in suppressing their special manifestations. At the same time they are never failing to convince one of the necessity for united action of progressive and thoughtful men of all parts of the country to unite for the suppression of the demagogue, whatever party name he may assume.

#### How Cities Grow.

In his annual report Secretary J. B. Gibson of the Birmingham Commercial Club attributed to the direct work of the club the location there during the year of iron works with a capital of \$50,000; a milling company, capital \$10,000; an engineering company, capital \$10,000, and a woodenware company, capital \$5000. To the financial co-operation of the members of the club was attributed the pioneer steel plant in the Birmingham district, to which has now been added the 1000-ton plant soon to be in operation. Following this last enterprise, and made possible by it, Mr. Gibson mentioned the Alabama Steel & Shipbuilding Co., capital \$1,000,000; the Alabama Wire, Rod & Nail Co., capital \$2,000,000; the Ensley Brick Co., capital \$25,000; a

cooperage plant, a cement factory, an electric-light and water company, a projected bridge company, sundry machine shops, foundry, side-tracks, etc., new dwellings and stores, representing an investment of probably \$500,000. Among other improvements which have been made or begun during the year, he mentioned the underground telephone system at a cost of \$100,000, improvements by the gas company at a cost of \$25,000, by the traction company at a cost of \$200,000 and by the railway and electric company at a cost of \$150,000; the opening of the new Sayreton mines and the building of the necessary railroad and dwelling-houses by the Pioneer Mining & Manufacturing Co. at an expense of \$150,000; the building for \$25,000 at Brookside of 100 new coke ovens by the Sloss Iron & Steel Co.; the overhauling of the Vanderbilt furnace plant and the building of 100 coke ovens at a cost of \$70,000 by the Tutwiler Coal, Coke & Iron Co.; \$100,000 improvement at the Pratt mines by the Tennessee Coal, Iron & Railway Co.; new buildings and machinery of the Birmingham Machinery & Foundry Co., the Alabama Brewery Co., and the T. L. McGowan Paint Co. The bank clearings during the year increased \$1,600,000, the iron production increased 10 per cent., and tax valuations of Jefferson county, in which Birmingham is situated, increased nearly \$5,500,000. It is estimated that 35,000 wage-earners are represented upon the monthly pay-roll of \$1,500,000 in the Birmingham district.

These facts illustrate the dependence upon each other of industries in the South. They show how the building of a furnace or a mill in a town tends to attract to that locality allied industries around which are soon grouped a number of minor ones. They show, too, the good results which may be obtained through co-operation of wide-awake and progressive citizens, who, like members of the Birmingham Commercial Club, know the possibilities of their locality and leave nothing undone to develop them on safe lines.

#### INDUSTRIES OF HUNTINGTON.

**Busy Scenes in the Thriving West Virginia City.**

[Special Cor. Manufacturers' Record.]  
Huntington, W. Va., May 31.

I have spent some time during the past few days in and about this city, which is conceded by all to be not only the prettiest, but one of the most thriving and industrious cities on the Ohio river. One is struck at first sight with the general appearance of the city, its broad and regular streets, paved with the finest quality of brick and bordered with splendid business houses, beautiful churches of all denominations, large modern school buildings, fine public buildings and residences, which for beauty of structure and neatness will compare favorably with any city in the country.

Within the past few months much has been done in the line of general improvement.

The most notable event was the introduction of natural gas by the Triple State Natural Gas Co. from that celebrated and seemingly inexhaustible Warfield (Ky.) field, forty miles distant. The supply is abundant for all purposes, and already a large percentage of the business houses and many of the residences of the city are using this product for both heating and lighting purposes. This Warfield field is said to be one of the finest gas fields in the United States, and bids fair to be a source of supply to this whole section for many years to come.

The same company is extending its lines through the cities of Catlettsburg and Ashland, Ky., and Ironton, Ohio, and several smaller towns along the route, and intend at an early date to supply Portsmouth, Ohio, with gas also.

A large force of gasfitters is kept busy constantly in this city, and ere long the natural gas will light and heat the city, unless the manufactured gas company, which is fully equipped, sees fit to make a strong fight for the business in that line.

A visit to the mammoth car works of the American Car & Foundry Co. will convince the most skeptical of the great improvement that has taken place in the manufacturing industries here. New and elegant buildings have been added and more are under construction, new and costly machinery put in place, the capacity of the plant increased, and the number of men now employed daily exceeds 1000. Their wages are high and there is not one dissatisfied employe in the whole plant.

This same statement can be made of the Chesapeake & Ohio Railway shops, which are employing nearly 1000 men (more than ever before), and all are seemingly happy and contented, with plenty of work and good wages.

Among the smaller factories there is not one idle plant, while some I have visited are weeks behind with their orders. As an instance, I visited the Abbott Frame Factory, which occupies the model plant of the Ohio valley, employing 160 persons, and was told that the work now ahead of them would take at least one month to complete, and that orders were being received faster than their capacity could finish.

There are more men employed today in the various factories of this city than ever before, and this city has already felt in a marked degree the benefit of this condition.

An empty dwelling-house is not to be found, and there is a big demand for houses, which will insure at an early date a boom in the building line.

Two large glass plants which have been idle for several years have now attracted the attention of capital, and it is generally understood that they will both be put in operation at an early day.

The building of a railroad from this city up the Guyandotte river to the Virginia State line, and thence to the seaboard, is now almost an assured fact, and as it will pass through the celebrated Pocahontas coal region it is attracting wide attention. It is well understood that there is no finer coal territory, or a region containing such a vast area of valuable timber, perhaps in the United States, as that through which this road is projected. Mr. J. L. Caldwell, who has charge of the enterprise, is very enthusiastic over the future of the road.

The State is spending a large amount of money in building a "Home for Incurables," a magnificent group of buildings, designed to accommodate 1000 patients. These buildings are located on beautiful upland, and when completed will make one of the finest institutions in the country. The State is also spending a large amount in building a fine addition to Marshall College, a State institution.

The county of Cabell, within which this city is located, is building a courthouse to cost about \$75,000.

The electric street-car lines are all being improved by the laying of heavy new rail and the addition of new cars of late design. This plant is one of the best-equipped plants in the Ohio valley.

The Chamber of Commerce of Huntington is an active, enterprising and thoroughly progressive body, wide awake to the vast possibilities of this section, and

can furnish important information to capitalists seeking investments or interested in this section.  
N. C.

#### ENLARGING THE CAPACITY.

**Work Upon the Iron Furnaces in Southwest Virginia.**

[Special Cor. Manufacturers' Record.]  
Roanoke, Va., May 26.

The Virginia Coal, Iron & Coke Co. is progressing with the repairs on furnaces recently purchased, and it is reported they will increase the capacity of several of them. They are putting additional stoves in the Crozer furnaces in this city, and it is said the capacity of the Bristol furnace will be increased to 400 tons of pig iron per day. The proposed branch road of the Norfolk & Western Railway Co. from Radford to Floyd C. H. will open up to development a body of valuable iron ore which they purchased with the Radford Furnace and Pipe Works. In fact, the iron-ore deposits in this section are practically inexhaustible, and with the present demand for iron and steel and their products there is no reason why other furnaces should not be built along the line of this road, and they will be if the iron market shall continue as now, for at present prices of pig iron there is a net profit in its manufacture sufficient to gratify the largest cupidity.

Northern capital is constantly seeking good mineral properties in this section, and from present indications several good sales will be consummated in a short time. An agent of intending purchasers reached here yesterday to examine and report upon a property which is now being developed. He was so much pleased that he left today, taking with him a favorable report to his principals. Other parties have written that they will be here next week to inspect other properties.

The demand for good city property keeps up well, and there has been a very decided advance in values. A property which sold less than two years ago for \$15,000 was purchased yesterday by Philadelphia capitalists for \$17,500 cash, an advance of 16½ per cent. This is a fair illustration of the general appreciation. There is a good demand not only for good business properties, but for well-located residence property, and one of the best indications of good times is in the fact that desirable residence property can scarcely be rented at all. If a desirable house is vacated there are numerous applicants for it immediately, notwithstanding the fact that many nice residences have been built in the last year and a number of others are now under construction.

The Iron Belt Building and Loan Association has begun work upon its large brick and stone building, which will be 50x200 feet, extending from Third to Fourth avenue. The offices of the company will be moved to this building when finished. The stores on first floor have been engaged.

The large fertilizer factory is now ready for work, and will manufacture fertilizers on a large scale, utilizing a good deal of material which now goes to waste and probably developing some of the phosphate rock which is found in this section near this city.  
H.

#### Columbia on the Advance.

[Special Cor. Manufacturers' Record.]  
Columbia, S. C., May 27.

This city has within the past five years greatly increased in population and wealth. Trade is rapidly increasing. During the past year the freight shipments from this city have increased about 30 per cent. In this city are the South Carolina College, which is the State Uni-



versity, Presbyterian Theological Seminary, Presbyterian College for Women, Columbia Female College; also a very fine system of graded schools.

A movement is now on foot to establish \$100,000 tourists' hotel at this place. Columbia has many local organizations that would be helpful to such a hotel in the matter of attractions for its guests. Among such organizations are the Richmond Country Club, which owns 130 acres of ground just on the edge of town, where golf links, tennis courts, etc., are laid out, and the Columbia Cross Country Club, which is an equestrian organization and has club rides twice each week, and in addition to these regular rides, the club has numerous fox hunts, paper chases, etc., during the season.

Eight railroads center here, and two new ones are now in course of construction. The American Telephone & Telegraph Co. is now within a few miles of Columbia with its long-distance lines. This company proposes to place Columbia in telephone communication with the principal Northern cities, such as New York, Philadelphia, Boston, Chicago, etc. The South Carolina Telephone Co. has applied to the city for a franchise to do a local telephone business. In addition to the local exchange, this company proposes to place Columbia in communication with all the principal towns of the State and several towns in North Carolina.

#### BUILDING AT WILMINGTON.

##### Wonderful Changes During the Past Six Months.

[Special Cor. Manufacturers' Record.]  
Wilmington, N. C., May 27.

My last visit to Wilmington was made in the spring of 1898, just a year ago. Of the wonderful changes occurring in one short year I shall write, or rather of the changes of the last six months, for the button was not touched that gave life to present movement upward until November 10, 1898, when the local revolution consummated in the "White Man's Burden" being taken up by the best men of the city, headed by Col. Alfred M. Waddell, at that time made mayor, and a few months ago most complimentary re-elected. Under the old regime of mismanagement and corruption the condition of life and property was indeed deplorable; today there is no better governed city in America. Through the fires of revolution came an almost ideal government. At once the Goddess of Progress seemed to have touched with her enlivening wand the historical metropolis of the Cape Fear section, business hinges long grown rusty were opened to give way to the advance of new business life. Throughout the city today is heard the ring of hammer and trowel.

A busy visitor cannot tell of but a small portion of the many evidences of wonderful growth, but among them we would first mention the recently-organized Delgado Cotton Mills. The buildings for this unusually large cotton-manufacturing enterprise have just begun erection, and are situated at the edge of the city upon a branch of the Atlantic Coast Line system. The railroad sidings are now being laid in, and the buildings complete will cost between \$75,000 and \$100,000. The president is E. C. Holt, the well-known North Carolina manufacturer. With its splendid shipping facilities and contiguity to the raw product, one naturally wonders that this city had not long ago been the Mecca of cotton manufacturers.

In the very heart of the city the Masons are erecting one of the most magnificent brick and stone edifices—a Masonic temple. It covers a large portion of an entire block; the lower floor is divided into storerooms, the second into offices, the third

is the Masonic hall, the fourth a general hall, the whole topped by a beautiful roof garden. When completed this will be one of the most imposing edifices in the South.

At the corner of Front and Princess streets Geo. R. French & Sons, probably the oldest shoe house in North Carolina, are erecting a handsome and elaborate business house, commodious and modern in every detail, satisfying in all ways the architectural demands of so prominent a location.

At the corner of Second and Princess streets Morris Bear & Bro. are erecting a model structure of pressed brick and brownstone, which has already been rented by the enterprising and prosperous Wilmington Messenger.

S. & B. Solomon have almost completed a large building in the business center of the city, its imposing size and pleasing design bespeaking the large business to be conducted within its walls.

The Wilmington Street Railway, with characteristic energy, changed its rolling stock to spring clothing, and a few weeks ago put upon its lines summer cars direct from the Jackson & Sharpe works.

The Orton House, that cozy home of the traveling public, has been modernized, renovated, repainted and refrescoed into an ideal home to its many guests.

Wilmington is a modern wonder to the seldom visitor—handsome private residences in course of erection, railroad shops enlarged, artesian well plant for Clarendon Water Co. in course of construction, streets newly curbed and paved and a magnificent thriftiness and general progress that betokens a future energetic and prosperous. L. D. BINGHAM.

#### Waiting for a Railroad.

[Special Cor. Manufacturers' Record.]  
Fort Smith, Ark., May 26.

The immediate prospect for an additional important railroad into Fort Smith is decidedly good. The Messrs. F. H. Price & Co. of Boston, the Norwich Savings Society of Norwich, Conn., and Marsh, Marvin & Lemon of New Haven, Conn., together with other prominent firms, have taken hold of the contemplated and partially completed road from St. Louis, Mo., to this city. This road is in operation to Hunter, Mo., by way of Cape Girardeau. It will be built through the great lead and zinc belt of Northern Arkansas, and when connected with the immense coal area around Fort Smith will become one of the best-paying roads in this section of the country.

Judge Seth Spangler and the Messrs. W. H. and A. J. Ingle of this city have organized and incorporated a company to manufacture wagons, with a capital of \$20,000. The Messrs. Ingle are father and son, and have heretofore manufactured wagons in a small way. The new company intends to enlarge its plant as business increases. S. A. WILLIAMS.

#### PROBLEMS AT BIRMINGHAM.

##### Interesting Phases of the Iron Market There.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., May 30.

The demand the past week for iron was not so strong as the preceding week, but the only reason for the change was the inability to meet the demand. Scattered among the inquiries were several requests for round lots, but as far as could be learned none were accepted. The probability of a famine in iron to culminate some time during the coming month grows more and more apparent. If the demand continues there is nothing to hinder it. The expectation here is that several large interests that, from circumstances, have been prevented from entering the market must come into it in the

immediate future and supply their wants at whatever price is asked, for their stock has literally run down to nothing and they must replenish or shut up shop. The question is, whence can they draw supplies? The outside lots that have been held here in varying quantities are practically closed out. The last important lot was 1000 tons of No. 2 foundry, which went last week at \$12.25. An appreciable number of buyers of late who purchased for forward delivery have stipulated that the deliveries should be to warrant yards here. Gray forge is scarce, and some refuse to price it. It is anywhere between \$11 and \$12. Basic iron is beyond \$12, and it usually hangs around the price of gray forge. It has broken loose from its old moorings, and forge now is clinging as closely as possible to basic iron. One good turn deserves another. No. 3 foundry sold in a small way at \$11.75 to \$12. The jump of \$1 in Bessemer pig at Pittsburgh found these grades all at or near \$12, and the task of rearranging prices with the parity of relative differences has not yet been accomplished. There is in reality no regular market. No price has yet been fixed that has not been reached and seller enabled to place all he desired. The situation has grown stronger, and sellers are perfectly indifferent when their prices are declined. No. 2 foundry has sold \$12.25 and \$12.50. At the latter figure it is quoted now, but it is bringing more. Just how much more is kept secret. Charcoal iron is held at \$14.50. Under this condition it is impossible for stocks to accumulate and there is, as a rule, so little held by furnaces that practically they cannot decrease. Of the 20,000 tons reported May 1 in furnace yards in Georgia and Alabama, 15,000 tons is held by one Alabama furnace. They are carrying it in anticipation of the wants of their small customers, whom they expect to feed during the iron famine.

There is a report here from respectable sources that a combination is now being formed by the interested parties, who are now in New York, between the Sheffield Furnace interest and the Sloss Furnace interests here. On what basis the combination is to be formed has not leaked out yet. Of course, no inkling of such a move has reached the officials here, and probably will not until the deal has been completed. The report is not yet a certainty. Over at Anniston are two furnaces, and at Ironaton, close by, are two. Negotiations are pending between the two interests for a consolidation between them, with prospects so far favorable to success.

The first sale of steel by the Alabama Steel & Shipbuilding Co. was made to the rod and nail mill a few days ago, and it was 10,000 tons of four-inch steel billets. The price was \$23 per ton. When this sale was made the Pittsburgh price was \$27. The delivery, it is said, is for October. The sale is not a large one so far as tonnage is concerned, but it is significant, in that it indicates that such progress has been made in the erection of the mill that the time of its completion can be closely approximated. J. M. K.

#### Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]  
Philadelphia, Pa., May 30.

The iron and steel market is very strong, but is not particularly active, for reasons frequently mentioned. Pig-iron furnaces are so far oversold that new contracts of any magnitude are difficult to place. Business could be had in abundance if buyers' terms were accepted, and they are always favorable. No. 1 X foundry is \$17 to \$17.50; No. 2 X foundry, \$16.50 to \$17; gray forge, \$15.75 to \$16, and basic, \$16. These prices cannot be shaded for good iron. The furnace man-

agers report a very great degree of inquiry, and most of them believe there will be quite a rush for iron during June and July.

Billets are advancing, and prices were given today at \$30.50. Even at this price it is no easy matter to get steel. A great deal of material is arriving on old orders.

The bar mills are again booking good-sized orders, some of them being for car builders. Common iron brings 1.50; refined, 1.60 to 1.65; tested iron, 1.75, and special steel, 1.88 to 1.95. The bar-mill people look forward to a booming season, and there is no probability that they will be disappointed.

Skelp mills have more business thrown at them than they can take. There is a great deal of trolley-road building going on, and there is more projected than ever.

The merchant-steel makers are threatening another advance, and they have intimated to their agents that it will take place about July 1.

The plate iron and steel makers have once more advanced prices, and this week tank sold at 2.40 and boiler plate at 2.50; fire-box 2.70 to 2.80. The plate mills are simply unable to take care of all the business offered.

The structural steel makers are also busy, but they are not so distressed with the importunities of urgent buyers. Bridge builders are driving work as they never did before. Within a few days there have been inquiries from Asiatic sources for bridges.

Sheet mills all over Pennsylvania are crowded with work, and prices are 2.60 to 3.20 for gauges 10 to 28. The managers report an excellent outlook for all kinds, particularly heavy sheet and corrugating material.

The steel-rail mills are all busy at \$25 to \$26 for standard sections, and a great deal of new work is promised for June, largely from the Western States. An advance of rails is talked of as probable for July 1, because of the difference between rails and ingots.

Machinery of all kinds is in very active demand, and our machinery plants are filling up fast. Overtime is the rule, and a rise in prices is going on.

The coal trade is not as active as usual in anthracite, but bituminous is doing well, and there is no fluctuation in prices reported.

#### A Latent Water-Power.

John A. Davis of Albany, Ga., writes to the Manufacturers' Record of the opportunities for the development of a 750-horse-power water-power within one and one-half miles of that city. It is thought that the power transmitted electrically would be used in enterprises already at Albany, which has 6000 inhabitants, and which is a good location for a cotton factory, while franchises for a street railway may be easily secured.

#### Minerals of Tennessee.

It is estimated that in Tennessee last year there were produced 3,084,748 tons of coal, 595,776 tons of iron ore, 263,439 tons of pig iron, 89,721 tons of copper, 454,000 tons of zinc, 1250 tons of manganese and 272,191 tons of phosphate.

The Merchants and Manufacturers' Club has been organized at Columbia, S. C., for the purpose of promoting the business interests of the city. Willie Jones has been elected president, and J. B. Norris and J. S. Moore, vice-presidents.

The Louisville Commercial Club has elected W. R. Belknap, president; Clarence Dallam and S. P. Jones, vice-presidents; J. G. A. Boyd, E. M. Coleman, J. W. Brown, R. W. Brown and R. F. Vogt, directors.



## Great Strides by the Nation.

[Louisville Commercial.]

Mr. R. H. Edmonds of Baltimore, editor of the Manufacturers' Record, is at the Galt House. In discussing the national outlook Thursday night Mr. Edmonds said:

"As a country we have entered upon the most revolutionizing epoch in our history. We have become a world-power, not simply by reason of the late war, for that is but one factor in the situation. We talk about expansion or non-expansion from the political standpoint, but from the business standpoint expansion is a fixed and unalterable fact. Broadly speaking, it may be said that there is not a large contract for iron or steel closed anywhere in the world today but that America sets the price. Up to five years ago our country was the dumping-ground for the surplus iron and steel product of Europe, and our imports of these amounted to an average of a million tons or more. Today our iron, steel, our locomotives, our bridge-work command the world's markets. All Europe is startled at the change. Our entrance into the world's affairs as a political and naval power as an outcome of the Spanish war is not half so significant or half so potent upon the destinies of the world as our almost miraculous advance to the position of dominating power in the financial, manufacturing and commercial interests of the world. Practically the scepter of finance has already passed from London to New York. In manufacturing we lead all nations in extent of capital and products and in the cheapness of output. The opening up of Asia and Africa to civilization by new railroads, the construction of the Trans-Siberian Railroad, the bridge for railroad extension to permit the advance of England's army to the distant parts of the Soudan, the bridges necessary for railroad extensions of England's Burmah railroad system, are all based on the ability of our country to supply the needed materials for the works. These facts are of wonderful import. They emphasize the fact that our industrial progress of the past, as marvelous as it has been, is to be surpassed in the future. Commanding the world's trade, there is no limit to the possibilities of growth, but this means rivalry sometimes, even to the danger point, from our European competitors.

"Already England, alarmed at our underbidding her in every market on iron and steel, is instituting parliamentary investigations, and recent contracts secured by American firms in competition with English houses have created more rancorous discussion than we have had for many months from our English cousins. Germany is equally alarmed, and the stocks of German iron companies fluctuate on trade reports from America something like our prices for cotton move up and down with every change of the weather. These are all new conditions for us—they are unlike anything in our past history—and we have scarcely yet learned to appreciate their momentous importance. It is all an outcome of the last three or four years. It is doubtless the greatest revolution ever seen in the commercial history of the world, and no man can dare predict the full extent of its influence upon the future of America, as well as upon the future of Europe and Asia. So far as we are concerned, nothing can stop our progress unless it be unwise financial legislation. Give us the absolute assurance of a sound financial policy and our development will be the wonder of the age. Think of a country which is adding to its population every ten years, by natural growth and by immigration, from 15,000,000 to 20,000,000

people, or nearly as many as the population of the whole South at present; a country which is making over 1,000,000 tons of pig iron every month and by 1900 will probably be turning out not far from 15,000,000 tons a year; a country which has become a great creditor nation instead of a debtor, and which in three years has exported \$1,500,000,000 more than it has imported; which has a homogeneous population of 75,000,000 people unvexed by the different national lines and laws that retard Europe's advancement and which has greater natural resources than all Europe combined; which produces three-fourths of the world's cotton crop and which can feed itself and then have a billion dollars' worth of agricultural products available for export if needed—take all these things into consideration, and then we can form some conception of the more than marvelous blessings with which Providence has crowned this country."

## Southern Hardware Jobbers.

An interesting programme has been arranged for the ninth annual convention of the Southern Hardware Jobbers' Association, which will meet at Atlantic City, N. J., June 14, 15, 16. Among the speakers will be W. H. Matthai of Baltimore on export trade; Cliff E. Speer of Fort Smith, Ark., on hardware expansion; T. W. Gathright of Birmingham, Ala., on associations and their effects; V. C. Moore of Atlanta, Ga., on the medium; W. L. Sanford of Sherman, Texas, on meeting foreign competition; R. C. Carson of Charlotte, N. C., on equity between the manufacturer and the jobber; John Donnan of Richmond, Va., on trusts; C. T. Boynton of Chicago, Ill., on the prosperous country; James H. Kennedy of New York on the business man; Daniel Stern of Chicago on the nineteenth-century progress; W. S. Hemby of Chicago on the trade journal, and R. R. Williams of New York on the beneficial results from association, and others. Eleven Southern States and the Indian Territory are represented by sixty-three members in the association.

## Gaffney Welcomes Capital.

[Special Dispatch to Manufacturers' Record.] Gaffney, S. C., May 31.

Gaffney today made another important step along the progressive line. Two weeks ago the city council passed an ordinance exempting all manufactures for five years that might be established here. An election held today to ratify action of council resulted in the council being sustained by percentage of more than thirty to one, and thus it is we invited capital to our midst.

ED. H. DECAMP,  
Publisher The Ledger.

Scribner's Magazine for June opens with a richly-illustrated article by Cecilia Waern, who describes the wonderful advance in art made by her fellow-countrymen under the title of "The Modern Group of Scandinavian Painters," and discusses such eminent artists as Thaulow, Larsson, Zorn and many others, samples of whose work are given in excellent engravings. The number is very strong in short stories. William Allen White, the Kansas editor, whose "Boyville Stories" are so well known, writes a tale of Western political life with which his editorial duties have brought him in close contact. He calls it "A Victory for the People," and gives the inside history of the appointment of a United States senator by the governor, a kind of politics which is just now very much in evidence. The illustrations are by W. R. Leigh. Mr. White will contribute a number of Western political stories to forthcoming issues of the magazine.

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

## EXPORTS STILL ADVANCE.

## Significant Comparative Figures of American Trade.

The foreign commerce of the United States for the fiscal year 1899 will be even more remarkable than that of 1898. Our exports in 1898 averaged more than \$100,000,000 per month, and were nearly \$200,000,000 greater than those of any preceding year in our history. Much of this great gain was due to the fact that the whole world, aside from the United States, was short in breadstuffs, and that we supplied the deficiency at good prices. But during this year the demand for our cereals has been lighter, but notwithstanding this the United States continues to export at the rate of more than \$100,000,000 a month, and up to this time has exceeded by \$10,000,000 the remarkable figures of the corresponding months of last year. This is the more noticeable in view of the fact that the export price of wheat is now seventy-five cents per bushel, against one dollar a year ago, and during the entire ten months has averaged but seventy-five cents per bushel, against an average of ninety-three cents in the corresponding months of last year, while cotton during the ten months has averaged but five and one-half cents per pound, against an average of practically six cents in the corresponding months of last year.

The achievement of keeping up the record of total exports in the face of the fall in the value of breadstuffs and cotton is due to the great success of American manufacturers in foreign fields. The figures of the Treasury Bureau of Statistics, covering the ten months ending with April, 1899, show that the exports of manufactures in those ten months were \$275,987,300, against \$234,737,002 in the corresponding months of last year, an increase of 17 per cent, while the exports of products of agriculture were \$677,573,345, against \$719,012,859, a decrease of nearly 6 per cent. The largest increase in exports of manufactures is in iron and steel and manufactures thereof. The report of the Bureau of Statistics shows that in the ten months ending with April, 1899, the exports of iron and steel and manufactures thereof amounted to \$76,251,736, against \$56,264,165 in the corresponding ten months of 1898, \$46,565,116 in the corresponding months of 1897 and \$33,365,674 in the ten months of 1896. Thus exports of iron and steel have increased 35 per cent. in the past year, and have considerably more than doubled in four years. During the month of April, in the face of the higher prices, the exports of iron and steel and manufactures thereof amounted to \$9,039,131, against \$6,308,966 in the corresponding months of last year. Manufactures of cotton are also showing a large increase in 1899 over 1898. The number of yards of cotton cloth exported in the ten months ending with April is 330,620,821, against 217,783,770 in the corresponding months of last year, an increase of more than 50 per cent., though the price averaged slightly less, being 4.6 cents per yard this year, against 4.9 cents in 1898. The bulk of the increase in exports of cotton cloth is to China, which took from us in the past ten months 171,921,748 yards, against 88,944,369 in the corresponding months of last year. Other lines of manufactures also show gratifying gains. Agricultural implements, for instance, increased from \$5,157,064 in ten months of 1898 to \$8,851,131 in 1899, an increase of

considerably more than 50 per cent. Manufactures of copper show an increase of \$4,500,000 in the ten months over the corresponding months of last year. Instruments and apparatus for scientific purposes increased 50 per cent., amounting to over \$3,500,000 in the ten months just ended. Vegetable oils show an increase of more than 25 per cent., and amount in the ten months to nearly \$11,000,000, and there is scarcely an instance of consequence in which manufactures show a falling off, the only marked example being in refined mineral oils, which have fallen less than \$2,000,000 below the figures of last year.

In imports there has been an increase of \$54,000,000, or about 10 per cent., over last year. Of this increase, \$20,000,000 is in sugar, of which the 1898 imports were abnormally light by reason of the oversupply brought in prior to the enactment of the Dingley law in 1897, while about \$20,000,000 of the increase is shown in manufactured articles and \$10,000,000 in luxuries, articles manufactured for use in the mechanic arts showing a reduction of about \$10,000,000 as compared with the ten months of the preceding year. Articles in a crude condition for use in the domestic industries show an increase of about \$11,000,000, and is pretty evenly distributed among rubber, tin, fibers and hides.

## Inspecting Terminals.

A number of railroad and marine officials from Galveston, Texas, recently inspected the terminals along the South Atlantic and Gulf coast, especially those at Savannah and Mobile. The board comprised L. J. Polk, general manager of the Gulf, Colorado & Santa Fe Railroad; also C. F. Resseguie, superintendent of the same company, as well as John E. Bailey, general manager of the Galveston Wharf Co. In an interview relative to the results of the visit, Mr. Polk is quoted as follows:

"At Mobile we found the Mobile & Ohio Railroad well provided with warehouses and fruit wharves. They are doing a tremendous business at that port, especially in lumber and fruits. We counted twenty-four large three-masted sailing vessels waiting to be loaded with lumber. Except for some small docks, nearly all the wharves have been put in by the Mobile & Ohio Railroad and the Louisville & Nashville Railroad. At Savannah the wharves have also been put in almost entirely by the railroads. The Central of Georgia has a very fine system of docks and warehouses. It has a large cotton shed, with fireproof walls. The business of the port consists very largely of naval supplies and lumber. They have separate wharves for the different classes of freight, a wharf for spirits of turpentine, one for resin, one for cement and coal, lumber wharves, etc. They haven't the warehousing space that we have at Galveston, but everything is very well arranged indeed, and the use of the facilities is well systematized."

"Mobile is going to be a great port, I believe," said Mr. Resseguie. "They have twenty-three feet of water there now, and have an appropriation of \$600,000 which is to be used in deepening and widening the channel. Mobile is but two and one-half hours from the sea; this is an important point. Savannah has twenty-six feet of water, and they are going to get three feet more. At Mobile, Savannah and Charleston they handle their merchandise in good shape by having the platforms on a level with the car doors. In some things Mobile and Savannah have the advantage of us; in others we have the advantage of them. If the Mallory Line puts in the improvements in contemplation, placing its plat-



forms on a level with the car doors, I think we will be in as good shape as any of them. At Mobile they have a two-story cotton shed in which the cotton is elevated by electricity and then it slides directly to the vessel."

#### Proposed Coal-Shipping Combination.

A number of coal operators in Western Pennsylvania have recently been in New Orleans, it is understood, with the idea of combining the coal business in that city. It is stated that a corporation is to be formed called the Monongahela Coal & Coke Co., which will transport all of the Pittsburg fuel used in the New Orleans market. Among those reported as interested is J. B. Finley of Monongahela City, Pa. This company has filed application for a charter in Pennsylvania, and has been securing options on wharf property at various points along the Mississippi river.

#### New Lines for Charleston.

According to a dispatch from Charleston, S. C., several projects are now under way which will connect that city with the West Indies by regular steamship service. The Clyde Steamship Co., it is understood, is considering a plan for a line from New York to the West Indies, which will include Charleston on the route. The Antilles Transportation Co. has a similar project in view, while a New York company, it is stated, is negotiating for wharf property at Charleston with the view of operating another line of vessels.

#### Increasing Charleston's Commerce.

The entrance of the Southern Railway into Charleston, it is stated, will increase the business of the Charleston Transport Line, which has taken an active interest in building up the commerce of this port. It is stated that freight trains can reach Charleston in five hours less time from St. Louis than seaports further north. According to a statement by Mr. L. A. Emerson of the South Carolina & Georgia Railroad, arrangements are being made to increase the service to foreign ports by the Charleston Transport Line.

#### To Transport Coal.

It is understood that the Gilchrist Transportation Co. of Cleveland, Ohio, recently reported in the Manufacturers' Record as about to enter the coal transportation business between Hampton Roads to the Northern market, is making arrangements to secure a number of steam colliers, which will be used in this business as well as barges. It is stated that the company intends considerably enlarging the fleet of vessels formerly controlled by the Atlantic Transportation Co.

#### Jottings at the Ports.

The Snyder Steamship Co. has decided to begin a regular service between Mobile and Puerto Cortez, a vessel leaving Mobile every eight days.

Bids are about to be opened for the Texas City channel, tributary to Galveston harbor. It is calculated that about \$250,000 will be expended on the work.

Mobile and New York parties are interested in a plan to operate a steamship line between New York and Mobile, arranging two sailings a month from each port.

Arrangements have been made by Chattanooga parties to place a steamboat on the river between that city and Decatur, Ala. A boat has already been purchased for the purpose.

Bids have been opened for the improvement of the ship channel leading to Baltimore harbor. Simon Hess of New York is the lowest bidder, offering to do the

work for \$833,000. The United States engineers have the matter under consideration.

The cattle exports from Newport News, Va., it is estimated, will be much larger this year than ever before. Two steamships of the Chesapeake & Ohio Line recently carried 700 head of stock to Great Britain. Most of the cattle came from the West.

The steamships Matteawan and Miami, formerly operating between Galveston and New York, have sailed for San Francisco, where, as already noted in the Manufacturers' Record, they will be used in service between the Pacific coast and the Philippines.

A new steamship company which is about to operate vessels between Port Arthur and Europe under the title of the International Transport Co. has been incorporated in Texas. Stockholders in the Kansas City, Pittsburg & Gulf Railroad Co. and German capitalists are included in the company.

Another steamship for the Neptune Line between Baltimore and Rotterdam has been launched and has been named the Ohio. The vessel is 410 feet long, 46 feet beam and about 30 feet in depth. She is calculated to carry 6000 tons of cargo, and will be operated by triple-expansion engines developing 2500 horsepower.

It is understood that extensive improvements will be made to the government dry-dock at Port Royal, S. C., the expenditures amounting to \$175,000. They will include an addition to the storehouse, also several shops and a dredging plant. It is believed that the government intends utilizing this station more extensively than hitherto, and for this reason has decided upon the improvements referred to.

An unusual movement in the local hardwood market at Louisville, Ky., is reported. The Louisville Commercial of the 19th ult., in commenting on the activity in wood products, says: "Never in the history of Louisville has any particular trade grown faster or with more firmness than the hardwood timber and lumber traffic. It is developing with wonderful strides, for only a few months ago our little coast packets were bringing three barge tows of it from Salt river and the lower Ohio coast, and then they were thought to be doing great business. The Mengel Company alone has just contracted for 9,000,000 feet to be cut immediately down the shores of the Mississippi. It is also a fact that every other concern in the city has contracted for about the same amount, making a grand total of 18,000,000 to be delivered here by June 30. There are now loading at Delta, La., opposite Vicksburg, 500,000 feet; at Tiger Trail, Tenn., 1,500,000 feet; at Idaho, Ark., 2,500,000 feet, and at Barfield, Ark., 3,000,000 feet for this market. The towboat Fred Hartweg arrived Thursday with the barge Ohio, containing 500,000 feet of lumber, and she is being followed by the H. F. Frisbie with the barge Edna with 500,000 feet."

A meeting of the stockholders of the Atlanta Cottonseed Oil & Fertilizer Co. of Atlanta, Ga., was held last week for the purpose of electing officers and directors. The meeting was called to order by Capt. J. L. Lemon, and, on motion, Hon. John Awtrey was chosen chairman and John W. McMillan, secretary. The following officers and directors were elected: Capt. J. L. Lemon, president; O. W. Awtrey, vice-president; G. W. McMillan, T. F. Ferry, E. W. Lemon, S. J. Baldwin and Jesse L. Lemon, directors. The capital stock is \$25,000, all of which has been subscribed and 20 per cent. paid in.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### SOUTH CAROLINA RAILROAD PLANS

This State the Center of Operations of Several Large Companies.

The State of South Carolina presents an interesting study from a railroad standpoint at present, as it is the scene of active operations of several large companies. As recently stated in the Manufacturers' Record, the Southern Railway Co. has acquired the South Carolina & Georgia line, which gives it a direct entrance into Charleston from Columbia. A few months ago the Florida Central & Peninsular, extending from Columbia to Savannah and the principal cities of North Florida, was acquired by the syndicate which now owns the Seaboard Air Line. The Florida Central & Peninsular has formed the Savannah and Jacksonville connection for the Southern system up to the present time, but it is understood will have close relations with the Seaboard Air Line in the near future. Soon after the sale of the Peninsular the announcement was made that surveys were in progress for an extension of the Southern from Columbia to Savannah, which tended to confirm the inference that the Seaboard and the Florida Central & Peninsular would act together in the near future. The intention to construct a branch to Savannah has been admitted by President Spencer of the Southern in an interview, and Chief Engineer Wells has recently been conferring with contractors with the view, it is understood, of letting contracts for the necessary mileage immediately.

A railroad which would form a portion of the route between Columbia and Savannah is the Carolina Midland Railroad, and this has recently been acquired by the Southern. The section between Seivern and Allendale, S. C., fifty-five miles, is directly on the route between the cities mentioned, leaving a gap to be constructed from Columbia to Seivern and from Allendale to Savannah, a total of 105 miles. It is stated, according to the chief engineer, that contracts will be let immediately to cover the first part of the road.

While the Seaboard has a connection with the Florida Central & Peninsular through the Columbia, Newberry & Laurens Railroad, extending from Clinton to Columbia, this is a roundabout way of reaching the Florida Central & Peninsular, and surveys have already been made from Cheraw, on the Seaboard, in a southeast direction to Columbia. It is announced that the arrangements are now being made preparatory to letting contracts for this part of the line, which will be eighty-five miles in length.

If both of these projects are carried out nearly 200 miles of railroad will be built within the limits of the State during the present year, and another new road from Richmond to Florida will be completed, as the Richmond extension of the Seaboard Air Line is being constructed as rapidly as possible.

The Louisville & Nashville, it is also reported on good authority, has been making surveys in South Carolina to secure an entrance into Charleston. Several years ago a company was incorporated to build between Augusta and Charleston, the incorporators including President Smith of the Louisville & Nashville. However, no work has been done upon this line. The route of the present survey which is being made is from Augusta to Charleston by the way of Aiken, S. C. This report is confirmed by a correspond-

ent of the Manufacturers' Record. A significant matter in connection is that the Louisville & Nashville owns considerable wharf property in Charleston, and has been overhauling its warehouses and making a number of improvements to its transferring machinery. The company owns nearly one mile of water-front on the best portion of Charleston harbor.

The records of the South Carolina railroad commission show that the construction of new railroad lines in that State during the last ten years to have been extensive. For the period ending the year 1898 about 710 miles of new line were built, not including 122 miles of side-tracks. In 1888 the value of railroad property was placed at \$41,204,000, while in 1898 the value was \$319,349,000.

The income from passenger traffic in 1888 was \$1,395,055.85; in 1898, \$2,581,906.97. This includes the income from the United States mails, which was \$348,937.55 in 1888 and \$438,328.20 in 1898, and the income from express, \$132,180.48 in 1888 and \$157,254.13 in 1898, showing that the great increase in passenger receipts during the decade was not due to the mails or express, but to actual travel.

The total freight income in 1888 was \$4,683,340.17. The freight income last year was not classified, but the total was \$5,549,035.28. The income of the roads from freight and passenger traffic and from all other sources last year was \$8,080,330.04, and the total expenses for maintenance of ways and structures, salaries, taxes, etc., \$5,926,612, showing a net income of \$2,551,293. The total revenue in 1888 was \$7,475,292.02 and the expenses \$5,137,981.90, showing a net income of \$2,337,310.12.

### The St. Louis, Memphis & New Orleans.

The St. Louis, Memphis & New Orleans Railroad, which was referred to in the last issue of the Manufacturers' Record, if constructed, will be one of the most important projects promoted in the South for many years. From time to time during the last two years surveys have been made parallel to the Mississippi river between Memphis and New Orleans, but the parties back of the surveys have been unknown until the formation of the company referred to. As announced in the last issue of the Manufacturers' Record, Reid Northrup of St. Louis, the president of the company, has been associated with the Gould interests for a number of years. He has acted as president of the American Refrigerating Transport Co. of St. Louis, and is well known in that city.

At the election of officers Ex-Attorney-General T. Marshall Miller of New Orleans was chosen vice-president; S. P. Vickroy of St. Louis, secretary and treasurer. The following is the board of directors: Mr. William A. Percy of Memphis, Frederick A. Gardner of St. Louis, Edmond A. Faust of St. Louis, Reid Northrup of St. Louis, S. P. Vickroy of St. Louis, Henry A. Garrett of St. Joseph, La., James E. Ransdell of Lake Providence, La., T. Marshall Miller of New Orleans, M. F. Smith of Vicksburg, Herman G. Barrow of New Orleans and Charles J. Lewis of New Orleans.

The following interesting data is taken from Mr. Vickroy's statement to the Times-Democrat:

"Our purpose is to construct a through road from Memphis to New Orleans on the west side of the river, in as nearly a bee line as possible. The road has been in project for some time, and the plans have been laid with great care. We have two engineering corps in the field, and the route has been surveyed down as far as Natchez. Our aim has been to follow the line of the river as nearly as we can. When such a route has been discussed in



the past the uncertain and dangerous condition of the levees was urged as an objection. At present the levees are in excellent shape, a large amount of State money having been expended on repairs, and we will derive no little benefit from that fact. Our engineering corps is headed by Mr. R. H. Elliott.

"The engineers have been divided in two parties, moving toward each other from the north and south, and they have proceeded as rapidly as was compatible with thorough work. We hope to begin grading before winter. We will certainly have a considerable portion of the grading done by the end of the year. The line involves no great engineering difficulties, although some of the work will be rather heavy, and considerable bridge building will be necessary."

At Alexandria, La., which is 194 miles from New Orleans, the new road will connect with the Texas & Pacific, a portion of the Gould system in Louisiana. By utilizing the Texas & Pacific it would get an entrance into New Orleans and have the benefit of the extensive terminals which this company owns at Algiers and elsewhere. The estimated length of the St. Louis, Memphis & New Orleans is 200 miles, reckoning from Alexandria to Memphis.

President Northrup is reputed to be worth about \$2,000,000, and is a nephew of the late Jay Gould. Several of the members of the company are men of considerable wealth.

#### Chesapeake & Ohio at Norfolk.

Commenting upon the improvements being made by the Chesapeake & Ohio Railroad at Norfolk, the Wall Street Journal says:

"Improvements which have been under way for the past two years by Chesapeake & Ohio at their terminus in the city of Norfolk are nearly completed. A large and commodious warehouse and docks have been built, with a new and attractive station; also an extensive freight yard, with numerous tracks, and from the depot a Belgian-block drive, with granolithic sidewalks, leads to the principal thoroughfare. Chesapeake & Ohio is offering to the public its surplus land facing Granby street at a sufficient advance over the purchase price to net a fair percentage on the investment. Their Norfolk terminus, with improvements, will represent over \$1,000,000."

#### The South Leads.

The Railroad Gazette has revised its estimates of construction for 1898, based on official reports. According to its estimates 241 companies in the United States constructed 3265 miles of new line. It is noticeable that Texas constructed more new mileage than any other State, with the exception of Minnesota. This amount was 208 miles, while the total of Louisiana was 165, Alabama 162, Arkansas 155 and Georgia and North Carolina each 140. Of the Territories and States which constructed 140 miles and over, but three are outside of the Southern group, and two of these, New Mexico 173 and Oklahoma 144, can properly be included in the Southwest. This report is significant of the activity of railway construction in the South.

#### Important Arkansas Line.

The St. Louis & Northern Arkansas Railroad Co., which has applied for a charter in Arkansas, is the first to take advantage of the law now in effect in that State, by which the governor and other officials are created a board of railroad incorporation to pass upon railroad franchises. This company includes Hon. Powell Clayton, also R. C. Kerens of St.

Louis, and proposes building from Eureka Springs to Harrison and Bald Knob through portions of the mineral district. It is calculated that the entire length of the line will be 220 miles long. The company is capitalized at \$1,250,000.

#### To Stop Over in Baltimore.

An arrangement has been made through the Merchants and Manufacturers' Association of Baltimore to allow passengers of the Pennsylvania Railroad holding first-class tickets to stop over in this city if the route is through Baltimore. The Baltimore & Ohio Company has already granted the same privilege, and it is believed that these concessions will have a tendency to considerably increase the jobbing trade of this community.

#### Georgia & Alabama Terminals.

The Georgia & Alabama Terminal Railway Co. is constructing an extensive embankment on Hutchinson's Island, Savannah, which will prevent overflow from high water. The company controls about 1200 acres on the island, and the embankment will be three feet higher than high-water mark. At present about 300 men are working on the improvements to be made by the company at this point.

#### To Extend to Atlanta.

Vice-President Spalding and other officers of the Atlanta, Knoxville & Northern Railroad Co. have been conferring with the business men of Atlanta relative to the extension of this line into the city from Marietta, Ga., its present terminus. The extension has been under consideration for several years, and will be twenty miles in length. The Atlanta Business League is encouraging it.

#### Railroad Notes.

Mr. Mark B. Henry has been appointed traveling freight agent for the Southern Railway Co., with offices at Augusta, Ga.

Mr. George B. Allen has been appointed division passenger agent of the Southern Railway Co., with headquarters at Charleston, S. C.

R. W. Lightburn, Jr., has been appointed general manager of the Port Arthur Channel & Dock Co., with offices at Port Arthur, Texas.

The directors of the Queen Anne's Railroad Co. have re-elected William H. Bosley of Baltimore, president; Charles H. Tilghman, vice-president; A. H. Taylor, secretary, and Robert W. Smith, treasurer.

The business men of Mobile, Ala., have adopted resolutions in favor of the proposed mail service to the West Indies by the way of Mobile, and have pledged themselves to aid in securing such a service.

A freight engine recently constructed by the Richmond Locomotive Works for the Cleveland, Cincinnati, Chicago & St. Louis road pulled a train of fifty-three loaded coal cars on its trial trip on a section of the Chesapeake & Ohio between Richmond and Newport News. The load aggregated 3200 tons.

In a letter to the Manufacturers' Record Engineer J. B. Nicholson of the Cincinnati, New Orleans & Texas Pacific Railroad Co. states that a contract has been let to rebuild a trestle 330 feet long to the Carnegie Steel Co. The present structure is of wood. Rails have been purchased for relaying portions of the Cincinnati Southern division.

An amendment to the charter of the Muscogee Cotton Oil Co. of Chattanooga, Tenn., was filed last week. This stock is increased from \$50,000 to \$100,000.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

#### The Cotton Outlook.

Messrs. Latham, Alexander & Co. of New York have issued under date of May 29 a letter based on 2577 replies on the cotton acreage, showing an estimate of 21,106,000 acres, against 23,572,000 acres in 1898. The total estimated decrease in cotton acreage is, therefore, 10 2-5 per cent., or 2,466,000 acres, less than last year. The average planting of the crop was reported as about two weeks later than last year. Latham, Alexander & Co., in commenting on this, add:

"Our correspondents report that the reduction in the acreage has been brought about by the low price of cotton, reluctance of commission merchants to make as liberal advances to the planters as formerly, and the increase in acreage in tobacco, wheat and corn. In Alabama, Florida, Georgia, Louisiana, Mississippi and South Carolina, owing to the continued drought and defective seed, much complaint exists of poor stands causing much replanting, and of late planting not coming up. In Arkansas and portions of Texas there are complaints of too much rain causing a grassy condition, and considerable damage from worms. Our correspondents also report a large reduction in the use of fertilizers, viz., 26 per cent. in Alabama, 25 per cent. in Florida, 30 per cent. in Georgia, 25 per cent. in North Carolina and 30 per cent. in South Carolina."

#### Combed-Yarn Mill of 5000 Spindles.

Mr. Edgar Love of Gastonia, N. C., and Daniel E. Rhyne of Lincolnton, N. C., have completed arrangements for the erection of their projected factory, mentioned last week. The Daniel Manufacturing Co. will be organized to build and operate the plant, capital stock to be \$100,000, and privilege retained of increasing as deemed advisable up to \$500,000. The equipment will consist of 5000 spindles, with complete complement of combers, power plant, etc., for manufacturing long-staple cotton into the best of combed yarn. None of the machinery has been purchased as yet, and estimates from manufacturers will be given consideration. The superintendent and secretary will contract for the machinery. Mr. Daniel E. Rhyne (of the Laboratory Cotton Mills at Lincolnton) will be president; Edgar Love, secretary-treasurer, and A. M. Price, also of Lincolnton, superintendent. The president and superintendent are both experienced manufacturers of cotton goods of long standing.

#### Negroes in Mills.

It is reported by the Charleston News and Courier that the Vesta Cotton Mill, which resumed operations a few weeks ago with negro labor, is doing well. It says that so far there has been no difficulty in securing the best class of negro help, that a full force will soon be at work, that operatives are learning rapidly to manipulate the machinery, and that the managers are very much encouraged at the results already attained. It was believed from the beginning by men who put money in the concern that the mill could be made to pay with the negro labor.

#### Columbia Mills Co. to Double.

The stockholders of the Columbia Mills Co. held their annual meeting in Columbia, S. C., this week and elected the following as directors for the ensuing year: Messrs. F. P. Carpenter, A. F. Sortwell,

L. M. French, John S. Jenks, O. H. Sampson, George Wallace, Stephen Greene, J. S. Lemmon and C. K. Oliver.

The directors met on May 26 and received the report of the treasurer, which was voted satisfactory, and a dividend was declared. The directors then decided to complete the plant as it was originally planned, which will about double the present equipment of 18,000 spindles.

The northwestern wing of the mill structure will be completed and the new machinery is expected to be in place in the fall. Mr. Chas. K. Oliver is general manager.

#### Mills for Huntsville.

J. W. Pead, agent of the Merrimack Manufacturing Co., Lowell, Mass., confirms the announcement that final arrangements have been completed to locate at Huntsville, Ala., the large cotton-manufacturing plant of his company to be built as reported several months ago. The company secured a charter under Alabama laws, including in its provisions certain exemptions from taxation, and the citizens of Huntsville have now donated \$8000 to purchase the land as site for the mills. The Merrimack Company intends to install in all 200,000 spindles and 5600 looms in eight mills containing each 25,000 spindles and 700 looms, to be built and put in operation singly as they are completed.

#### The Proposed Mill at Shreveport, La.

Mr. H. H. Hargrove, second vice-president of the Hargrove Cotton Mill Co., recently incorporated at Shreveport, La., writes regarding the plans of his company. A capital of \$100,000 has been subscribed, which is payable in amounts of 2 per cent. a month, of which two payments have been made. It is proposed to install 2500 spindles at the start and then place that number every six months until 10,000 spindles are in place; a 400 steam-power plant will be used and the product will be three, four and five-yard sheeting.

#### 5000-Spindle Mill for Laurinburg, N. C.

The projected mill at Laurinburg, N. C. (mentioned last week), is a certainty. Mr. A. L. James writes the Manufacturers' Record that an equipment of 5000 spindles, with steam-power and other necessary machinery, will be installed for the production of soft yarns, numbers 22s to 40s. The company will organize with capital stock of \$100,000. No contracts have been placed yet, so that manufacturers of machinery may address those interested regarding same.

#### \$150,000 Mill at Ellisville, Miss.

Mr. Charles L. Wortham of Memphis, Tenn., is one of the incorporators of the Ellisville Cotton Mills of Ellisville, Miss., recently noted as applying for charter. Mr. Wortham writes that stock to the amount of \$50,000 has already been subscribed, and that he and his associates expect to build a \$150,000 mill. Others interested include Mr. S. J. Johnson and associates of Ellisville, E. H. Roberts of Baltimore, Md., J. P. Myer, N. B. Shelby and N. W. Collins.

#### Another Large Mill for Griffin, Ga.

Announcement was made during the week that another large mill will be built at Griffin, Ga. This plant is projected by Messrs. B. R. Blakely, R. T. Daniel and J. P. Nichols, and they have secured a tract of land containing forty acres as a site for the enterprise. Application for a charter will be filed, and the company expects to invest about \$125,000 at the start. A 5000-spindle equipment will be installed.



**Cotton Movement.**

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, for May 26, the amount of cotton brought into sight during the 268 days of the season amounted to 10,724,782 bales, a decrease of 90,686 bales. Exports were 6,732,954 bales, a decrease of 267,621 bales; takings by Northern spinners 2,113,994 bales, a decrease of 76,477 bales; by Southern spinners 1,076,474 bales, an increase of 42,804 bales.

**To Install Knitting Mills.**

The Georgia Manufacturing Co. of Columbus, Ga., will add knitting machines to its present factory (pants and underwear). A building large enough to accommodate from eighty to 100 machines will be erected at once, and that number of knitters will be bought when the structure is completed. The company expects to have the new addition in operation by fall.

**Doubling Arkwright Mills.**

Mr. R. Z. Cates, president of the Arkwright Mills of Spartanburg, S. C., writes that his company has awarded contract for doubling its plant. The capacity has been 11,000 spindles and 350 looms, which is being now increased to 22,000 spindles and full loom service. All of the machinery has been agreed upon and contracted for.

**\$7000 Knitting Mill.**

The Southern Knitting Co. of Corinth, Miss. (reported last week as incorporated), will establish a mill to cost about \$7000. At the start will be installed, so Mr. E. P. Auger, secretary, writes, twenty machines for knitting hosiery. Estimates on this machinery are now solicited.

**Doubling Its 10,000-Spindle Mill.**

The Arkwright Mills of Spartanburg, S. C., will double its plant. The company now operates 10,000 spindles and 350 looms, which equipment will be duplicated as soon as the necessary new buildings are completed. Mr. H. M. Cates is president and treasurer.

**Textile Notes.**

The Board of Trade at Taylor, Texas, is planning for the erection of a cotton mill.

The erection of a cotton mill is talked of at Milton, N. C. Probably J. B. Connally will be interested.

Capt. David Clark has become secretary and treasurer of the Ada Cotton Mills of Charlotte, N. C.

Capt. J. B. James of Fort Valley, Ga., is interesting himself in the organization of a cotton-mill company.

Col. Mike Brown of Barnwell, S. C., is interested in a project for the establishment of a knitting mill.

The Elkin (N. C.) Manufacturing Co. contemplates enlarging its cotton mill, but has not yet definitely decided concerning same.

A movement is on foot at Monroe, La., for the organization of a cotton-mill company of \$100,000 capital. Judge Gunby is interested.

There is talk of forming a cotton-factory company at Plains, Ga., and Mr. J. E. French has been mentioned in connection with the enterprise.

The item in last week's Manufacturers' Record regarding the desire for mills in a North Carolina town should have been dated Grover instead of Groner, N. C.

The formation of a cotton-factory company is projected at Mooresville, N.

C., by Mr. Espy Brawley and others. About \$30,000 is said to have been subscribed.

Mr. W. A. Gunning of Jackson, Miss., contemplates the establishment of a cordage and rope factory, and is now soliciting information, estimates on machinery, etc.

There has been some talk of a cotton mill being projected at Catawba, N. C., and if anything definite develops probably the Sherrill Tobacco Co. will be able to give information.

The Swift Manufacturing Co. of Columbus, Ga., is enlarging its picker and cloth room, and has bought whatever new machinery will be needed. This additional building gives about 8000 feet of floor space.

Mr. D. L. Foster of the Florence (Ala.) Light & Power Co. is negotiating with a view of having a cotton factory established in building now accessible to the water-power of his company's new dam near Florence.

Mr. Paul Barringer, president of the W. R. Kindley Cotton Mills at Mt. Pleasant, N. C., confirms the report that he and associates are forming a company to erect another mill, probably to cost \$35,000. It is likely that no contracts will be made for this enterprise for several months to come.

Dr. J. P. Ewing of Dillon, S. C., writes confirming the report that he is establishing knitting mills. Suitable building has been secured and fifteen knitters are being placed to give daily capacity of 150 dozen pairs of men's half-hose, employing twenty to twenty-six operatives. About \$4000 will be invested.

The West Point (Miss.) Cotton Mills is being organized for the erection of a cotton factory. Directors are as follows: Messrs. J. A. McArthur, S. T. King, Adam Carlisle, J. B. Paden, J. H. McCord, Isham Evans, J. W. Keyes and others. Mr. J. A. McArthur will be president and general manager. The capital subscribed is \$85,000.

Mr. W. H. Watkins of the Columbia Manufacturing Co. at Ramseur, N. C., writes confirming the report that he and associates are forming a company to build cotton mill at Sanford, N. C. The capital stock of the new company will be not less than \$100,000, and 10,000 spindles, with complement of looms to weave the product, will be the equipment. Subscriptions to stock are now being solicited and are being readily obtained.

The Valley Falls Manufacturing Co. of Lolo, S. C., reported lately as formed to erect a 5000-spindle mill, has awarded contracts for construction of buildings. The main structure will be two stories high, 80x150 feet. The site purchased includes water-power dam, already completed, two cotton gins of twenty bales capacity and other plants. Directors have been chosen as follows: Messrs. T. R. Trimmer, Parker J. White, Joseph M. Splawn and Dr. M. O. Rowland.

The Delgado Mills of Wilmington, N. C. (reported at length last week), has elected officers as follows: E. C. Holt, president; R. R. Bellamy, vice-president; J. W. Williamson, secretary-treasurer. The directors are Messrs. K. M. Murchison of New York, Julian S. Carr of Durham, N. C.; E. C. Holt and J. W. Williamson of Burlington, N. C.; E. J. Powers, James H. Chadbourne, Jr., and R. R. Bellamy of Wilmington. Work on the erection of the necessary buildings has been commenced by contractors, and they are expected to be completed and filled with the 10,000 spindles and 500 looms, ready for operation, by January 1 next. The plant will cost over \$200,000.

**COTTONSEED OIL.**

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

**The Market for Cottonseed Products.**

New York, N. Y., May 31.

The activity which prevailed a week ago has given place to dullness, the firmness in prices being the main cause. All efforts to lower prices have proved unavailing, whether in the West, South or at this market. Arrivals continue to grow more scarce, so that while the outlet is restricted accumulations to any extent are not under way. Off oil is still in fair export demand for French consumption, but prices must shade those current to effect a trade. With a determination not to concede on the part of holders a deadlock sets in, which condition explains the cotton-oil situation at present. July lard is quoted at 5.02½ cents, Chicago, which represents a decline from last week. On the other hand, tallow, while dull, is well maintained with regard to price, 4¼ cents being asked for New York city stock. It is generally conceded that tallow is in comparatively light supply in the United States, which, taken in connection with the demand from abroad, would indicate a shortage. Here it is expected that cotton oil will be benefited, as the export demand for tallow, not being met through lack of supplies, the trade will be diverted to cotton oil. Late advices from the South are to the effect that cotton-oil stocks are anything but plentiful, prime oil especially being scarce, while production has practically ceased. Concerning the proposed amalgamation of oil-mill interests on both sides of the Atlantic, an authority in England has this to say: "The matter which has excited most interest in the trade (Hull) during the past month is the proposed amalgamation of all the oil mills into one gigantic trust. Of course, the idea hails from the land of the Standard Oil Co. and other big things of all kinds. The representative of the American syndicate who have mooted the idea has been here to interview our local firms, and it is understood that the trade in Liverpool, London, etc., are willing to stand in. It simply means one huge monopoly, embracing the whole trade of England and the States, in cakes and seed oils. It is a great idea, and certainly this trade is peculiarly adapted for it. Doubtless when carried out the trust will be able to shut down mills and rig prices at their own sweet will. It will be well, however, for the originators of the scheme to remember that the trade is not confined to the two countries interested, but that even in Hull we are indebted for a fair share of our crude linseed and rape oils, etc., to competitors across the channel, and unless the trust proposes taking in those mills as well they will still have to face keen competition. Although at first the idea was scouted as being impossible, it is now being treated with rather more respect, and sound business men are gradually coming to the conclusion that the idea is not so impossible of realization as was at first supposed." In some instances a holder of cotton oil, evidently tired of playing a waiting game, cuts loose and names lower prices, but the bulk of supplies in all positions, however, are held with confidence. The following are closing prices: Crude, 21 to 21½ cents; crude, loose f. o. b. mills, 18 to 19 cents; crude, loose f. o. b. mills, 14 to 16 cents; summer yellow, prime, 25½ to 26 cents; summer yellow, choice summer off grades, 24 to 25 cents; yellow, butter grades, 27 to 30 cents; white, 30 to 30½ cents; winter yellow, 29 to 30 cents, and

salad oil, 30 cents. There is a demand for tank settlings or soap stock, but the market is bare of the article. English refined is quoted at 15s. 6d.

Meal.—Strictly prime, \$21 to \$21.50 at New York rate points per short ton; ordinary, \$19, and \$22.50 Boston do. There is very little doing in the export line, and nothing of interest in the way of news has reached us from the other side of the Atlantic.

**Cottonseed-Oil Notes.**

The Lamar Cotton Oil Co. of Paris, Texas, was chartered last week, with a capital stock of \$60,000. The incorporators are H. C. McDonald, F. H. Bailey and D. W. Cheatham.

The steamship Costa Rican cleared from New Orleans last week for Liverpool with 3587 barrels of cottonseed oil and 125 tons of cottonseed among her cargo. The steamer Fairhead cleared for Bristol with 7319 bags of cottonseed meal.

The Sumter Cotton Oil & Fertilizer Co. of Sumter, S. C., purposes to increase its capital stock to \$100,000, a meeting having been called to consider the matter. The company also intends to increase the capacity of its plant and also contemplates other improvements.

The Lagrange Oil Mill at Lagrange, Texas, and product on hand, owned by J. B. Holloway, J. W. Taylor, B. L. Zapp, F. J. Reynolds and others, was sold on the 22d ult. to C. J. V. Rosenberg, John Schumaker and Charles Kruschel. The consideration was \$10,062.84 cash.

The Campobello Oil Mills of Campobello, S. C., were chartered last week, with a capital stock of \$15,000. The incorporators are T. H. Reid, W. J. Gibson, A. J. Caldwell, J. M. Caldwell, N. Cannon and J. C. Farner. The company purposes to run a general oil mill and ginney.

It is stated that Mr. W. D. Roberts, general manager of the Richmond Cotton Oil Co. of Chattanooga, closed a contract last week with W. F. May & Co. for the erection of the company's large brick mill at Sheffield, Ala. The contract is for building the main building, trestles, hull-houses, etc. The main mill building is to be 84x170 feet, the seedhouse 80x150 and the hullhouses 40x60. The buildings will cost \$50,000.

It is stated that a company has been organized, with a capital of \$30,000, to build a cottonseed-oil mill at Monticello, Ark. Ground has been secured for the location and contracts let for the erection of buildings. The capacity of the mill is to be forty tons, capable of being increased to eighty tons per day. The officers of the company are W. M. Anderson, president; D. T. Hyatt, secretary and treasurer, and A. H. Kirland, manager.

The market for cottonseed products at New Orleans has been rather more active during the week, with a better inquiry for oil. Sales of off yellow are reported at better figures. There is also a good export trade for both cottonseed oil and meal. Receivers' prices are quoted as follows: Cottonseed, \$5 per ton (2000 pounds) on the river bank from New Orleans to Memphis; cottonseed meal jobbing at depot, \$16 per short ton and \$19 per long ton for export f. o. b.; cottonseed oil, 15 to 16 cents per gallon for off crude loose f. o. b. in tanks here; in barrels, 17 to 18 cents; prime crude in bulk, 15 to 16 cents, and 24 to 25 cents for refined oil at wholesale and for shipment; off refined, 21½ to 22½ cents; oilcake, \$19 per ton f. o. b.; linters—A, 2¼ cents per pound; B, 2½ cents; C, 2¼ cents; hulls delivered at 12½ to 15 cents per 100 pounds, according to the location of the mills.



## MECHANICAL.

## Wrought-Iron Fire-Escapes.

The J. E. Bolles Iron and Wire Works of Detroit, Mich., offers a variety of very desirable all-wrought-iron fire-escapes for hotels, factories, public buildings, etc.

In the accompanying illustrations Fig. 1 is mentioned as "Michigan Standard"

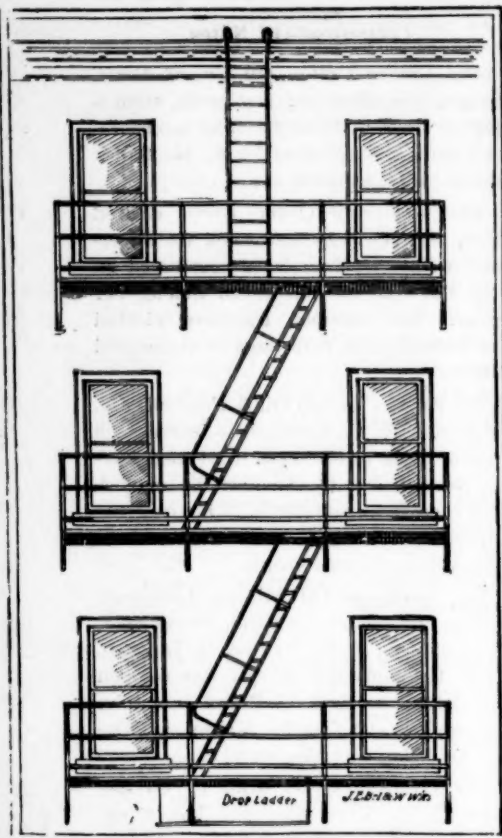


FIG. 1.—"MICHIGAN STANDARD" ESCAPE.

escape, the especial feature being strong balconies, which are usually made thirty-six inches in width, with a floor of two by three-sixteenths-inch iron slats, supported by three angle-iron stringers. The railing also has a strong angle-iron frame, the top rail of which, together with the brackets, are fastened securely through the wall with nut and washer on the inside, thus securing the greatest possible strength with a comparatively light construction.

The balconies are usually made long enough to take in at least two windows. Where the wall space is not sufficient for stair ladders between the windows a straight ladder is used, extending from the roof to within eight feet of the ground and located a sufficient distance from the wall so that parties can descend

behind the ladder with comparative safety.

Figs. 2 and 3 illustrate desirable fire-escapes adapted more especially for school buildings, asylums, etc.

This firm makes a large variety of fire-escapes, as well as ornamental iron, wire

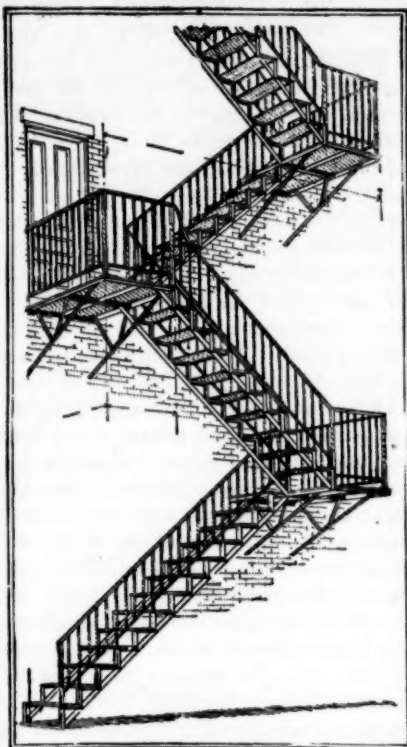


FIG. 3.—DESIRABLE ESCAPE FOR BUILDINGS.

and brass work, elevator cages, etc., and has equipped many prominent buildings throughout the country. For any further particulars desired address as above.

## Ober Lathe No. 11.

The new Ober lathe (here illustrated) is for turning axe, adze, pick, sledge, hammer and hatchet handles, spokes, whiffletrees and other kinds of irregular work.

A latest improved Ober cutterhead may be put on this lathe in the place of the saw, and it is claimed the head will do much better work than the saw, and is by far the best and cheapest in the end.

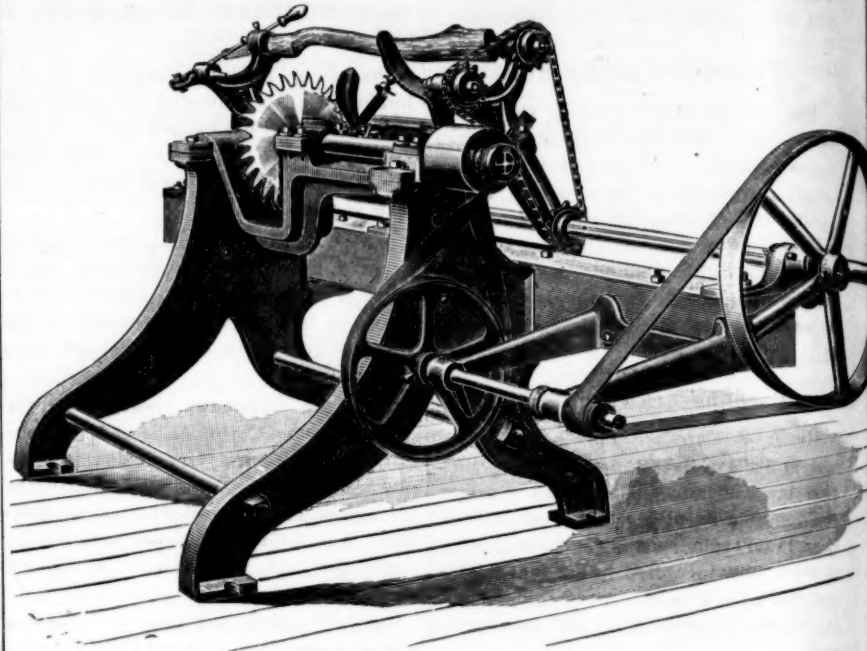
This machine will turn from twenty-

spoke can be made longer or shorter without changing the pattern.

Axe handles, when turned with the cutterhead, are finished in the lathe, i. e., they do not have to be throated on another machine, but are ready to go to the sander when they leave the lathe.

Spokes are squared in the lathe when they are turned.

This lathe will not turn porch spindles, table legs and that class of work.



NEW OBER LATHE NO. 11.

Wood patterns can be used, but should be made large enough so they will not spring.

The carriage is moved forward by a screw and rack. When the work is finished the carriage is stopped automatically, is raised from the head or saw by a lever and can be then drawn back to its place.

The head is so constructed that the knives will not gouge into the work nor allow sticks to get into them and break them.

The lathe will turn from eight to thirty-six inches in length.

By removing two bolts the entire carriage and feed works can be removed and

## Pure Water in Textile Manufacturing.

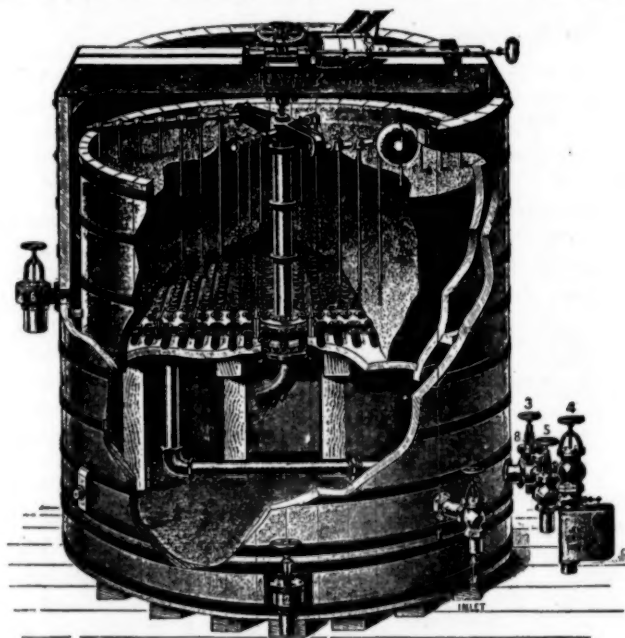
In modern manufacturing of every sort the utmost attention to all details is required in order that the fierce competition of the day may be successfully met. The question of filtration is one that has been attracting more than usual attention of late, and in connection with textile manufacturing it is of much interest, more especially, as is readily conceived, to those

owning and operating in the industrial line referred to.

The necessity of clean water for a better cleansing and finishing of textile products is acknowledged, and many costly experiments of the past have prompted manufacturers to be on the "qui vive" for improved apparatus for purifying water inexpensively, that is, at a cost that will develop economy as opposed to previous methods.

A uniform supply of clean, white water will enable manufacturers to unalterably fix the quality of their bleach and dye-stuffs, a desideratum aimed at by all of them.

An illustration on this page represents



12-FOOT JEWELL SUBSIDENCE GRAVITY FILTER.

the machine can then be used for a rip or cut-off saw.

The tight and loose pulleys on the countershaft are eight inches in diameter and four-and-one-half-inch face, and should run 1000 revolutions per minute.

For further particulars address the builder, the Ober Lathe Co. of Chagrin Falls, Ohio.

a Jewell gravity filter, as constructed by the New York Filter Manufacturing Co. of New York city (office, 26 Cortlandt street), to whom interested parties may apply for further information.

## Eureka Central Energy Generator.

This generator is specially designed to meet the requirements of a practical yet reliable machine to take the place of



hand generators in telephone exchanges. It is specially adapted for exchanges where water-power cannot be secured, or where the charges for such power is prohibitive in the placing of water motors to operate the generators; also in telephone plants where the cost for power for operating power generators is of such an item as to be of consequence that something more economical and still in no way inferior is desired.

Power generators up to this time have been used almost wholly altogether to fill such requirements for furnishing energy from the central station, except the exchanges that have used the slow method of the hand generators. Power generators from time to time require a great deal of attention and constant inspection for oiling and repairs. The special object of the "Eureka" central energy generator is to fill the requirements of a long-sought-for device that will prove reliable, efficient and economical, and be ready for service day and night, requiring no attention whatsoever excepting an occasional recharging of four cells of salammoniac batteries. The construction is of special design, as is shown in the illustration, and involves the application of scientific principles of electricity. Four cells of any ordinary type of salammoniac batteries connected to the machine gives suf-



CENTRAL-ENERGY GENERATOR.

ficient voltage and quantity output by the closing of the circuit, which is done by a can lever upon the well-known "Eureka" metallic express switchboard, or upon other types of switchboards by a foot push, which is furnished with the machine, which will throw sufficient current to the lines and will enable the machine, at the will of the operator, to ring the bells over lines having resistances as high as 100,000 ohms.

This new generator has been thoroughly tested and passed experimental stages, and the maker has received many endorsements from exchanges using it. The machine is covered by fundamental and broad patents, and is claimed to be the only device of its kind now offered to the public. The great economy to be considered in the installation of a "Eureka" central energy generator is the fact that all the expense and attention necessary is the recharging of four cells of salammoniac batteries once or twice a year, according to the service exacted of the machine. One of its strongest features is that it is consuming no current whatsoever except when signalling a subscriber; in consequence the batteries cannot in any way exhaust themselves, but are ready for service at any and all times when the circuit to line is closed.

The instrument is especially adapted for either series of bridging lines and for any

size exchange from twenty-five subscribers upwards. The size of the machine is 10x12 inches, and can be placed in very small space, wherever it is convenient, either at the switchboard or away from it. The device is said to be practically indestructible.

The "Eureka" central energy generator is manufactured exclusively by the Eureka Electric Co. of 157 S. Canal street, Chicago, is fully guaranteed, and is also sold at reasonable price.

#### Paint as an Advertisement.

While the absence of paint on a factory building may not impair the financial standing of the owner, it is at least a decidedly indicative "straw." Paint is an outward sign of an inward grace. It shows that the owner realizes the cost of the annual deterioration on his property.

There are whole States in this country where painted buildings are as rare as white blackbirds, and where the little paint that is used is selected entirely with regard to its cost. Now lumber is nowhere so cheap that it pays better to allow it to decay than it does to preserve it, and there is nothing that presents so down-at-the-heels an appearance as an unpainted building. Capital and enterprise shun localities where such sights are common; for though there is nothing criminal in allowing a good building to go to ruin for lack of care, the man who permits his own property thus to deteriorate is not usually regarded as a safe custodian for the property of others.

A Philadelphia paint manufacturer has long headed his advertisements with the following startling assertion: "Good Paint Costs Nothing." The inference is that the protection which such paint affords to more valuable material saves far more than its cost. The truth of this assertion, I think, could be easily demonstrated by comparing the cost of repairs and deterioration for an unpainted building with the cost of keeping a duplicate building in prime condition by periodical repainting.

The South has for some years past been experiencing an industrial revival. It is inviting capital and enterprise to exploit the natural wealth with which it has been so liberally blessed. Nothing is lacking to its hospitality or to its qualifications; but the conspicuous lack is an eloquent, if silent, monitor that may have a deterrent effect upon prospective investors.

If the consumption of paper is the measure of a people's culture, the con-

The South, and, in fact, any part of the country, could not do a better stroke of business in the way of self-advertisement than by inaugurating a fad for painting. Nothing would so surely prove that the revival has really come than a transformation such as this would effect.

Paint is cheap enough, even the best of it, and the best is by no means the most expensive. The combination paints, based on zinc white, which are furnished by all manufacturers, generally sell for a little less than pure lead, and they go nearly twice as far, last about three times as long and hold their color far better. At the present price of good materials nothing but shiftlessness can excuse the existence of a building, North, South, East or West, which is allowed to go unadorned and unprotected by paint.

STANTON DUDLEY.

#### Numerical Time Recorder.

The old adage, "Time is precious," finds its full exemplification in our large manufacturing establishments. As a consequence of time's value there has been introduced during recent years an instrument known as the time recorder, an illustration of one make of which we present herewith. This recorder is a numerical one and is particularly adapted to the largest establishments.



TIME RECORDER.

The "Chicago Numerical Recorder" does not require the time and ability of the employe to sign name; each employe simply has a numbered key; when registering the key is inserted in the recorder, and by giving it a slight push the bell

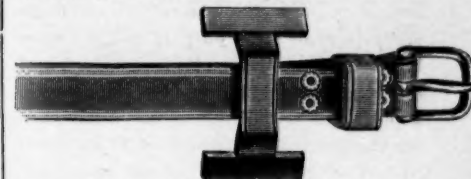
#### Leather Riveting Machine.

This leather riveter is the product of an expert mechanic. Every part is just as strong as it ought to be, and it has power



"TOM THUMB" RIVETER.

to spread the rivet thoroughly. Very simple in construction, it will not get out of order. It is light, too—only two and one-quarter pounds in weight. Every machine is tested before leaving the factory.



LOOP ON HARNESS.

This machine will rivet a loop on harness it made as shown in illustration. The Sheehan Manufacturing Co., sole manufacturer, Salem, Ohio, will furnish any further information desired.

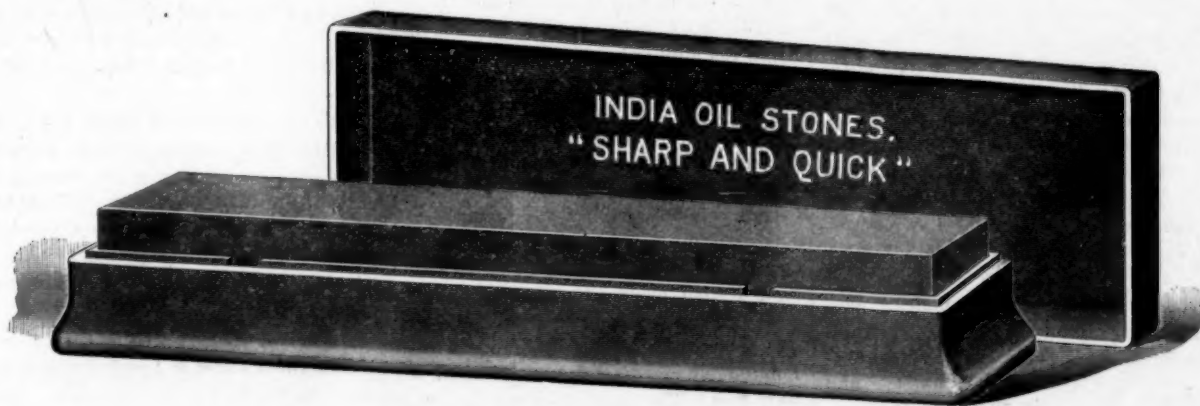
#### India Oil Stones.

The fine stone is fast-cutting and close-grained, leaving a smooth, keen edge on the hardest and finest of steel tools, giving results claimed to be equal to any obtained on the regular trade line of Arkansas stones now on the market.

The medium stone, though coarser in grain than the fine stone, still makes a good working edge on all ordinary tools in every-day practice, and will compare favorably with and lead all other medium stones in common use.

The coarse stone is a hustler, most in demand for work where speed is considered before fine finish, and if used under proper conditions will give surprising results on the class of work for which they are intended. For booklet of data and prices address the Norton Emery Wheel Co. of Worcester, Mass.

In a letter to the Manufacturers' Record Mr. Heber Wells of New York writes of the advantages to those who advertise in the Manufacturers' Record if they will establish the custom, when needing some new article, to look first through the classified list of articles ad-



sumption of paint is an index of their prosperity. In the development of a community first comes the unpainted log cabin of the pioneer, then the white-washed slab shanty of the squatter, followed in turn by the painted frame cottage and the stone dwelling with painted woodwork. A section of the country where paint is unknown, though it may be ultra-civilized, is necessarily connected in the mind of the modern observer with crude and undeveloped periods.

rings and the number and time of the employe is recorded in full view. Having registered upon arrival, the employe hangs his key upon the "in-board," and after registering, when leaving, hangs it upon the "out-board." For further information write the manufacturer, the Chicago Time Register Co., Fisher Building (Dearborn and Van Buren streets), Chicago, or Messrs. Nanz & Co. (sole agents), 116 Chambers street, New York, N. Y.

vertised in the Manufacturers' Record before going into a general hunt.

The Birmingham (Ala.) Board of Trade has been organized, with forty leading firms as members. The officers elected for the year are Oliver Chalifoux, president; H. H. Sinnige, T. L. McGowan, David J. Fox, Joseph Loveman and C. S. Simmons, vice-presidents; John W. O'Neill, temporary secretary, and Coleman Black, treasurer.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., June 1.

The conditions surrounding the local lumber market indicate a steady demand during the year, and the probability is that a further advance in prices throughout the general list will ensue at an early date. The scarcity of stocks of all woods at milling points is restricting trade in various avenues of the industry. Large expenditures are being made in betterments to saw-mill plants, which materially increases the output, and the opening up of new timber lands by the building of railroads also tends to increase the supply, but withal stocks are inadequate for the demand. Receipts of North Carolina pine in this market are moderate, and in certain grades the supply is ample at the moment. Yardmen are good buyers, and boxmakers, while not very busy, are purchasing for future necessities. Kiln-dried North Carolina pine is selling as fast as it is cut, and for all desirable grades of air-dried stuff there is a good inquiry. Dealers in white pine report business as better this month than last, while values continue to appreciate under the urgent demand. There is some demand for cypress, and prices are steady at a slight advance. In hardwoods the supply continues light, with a good demand from woodworking factories, car works and other concerns. Furniture men are generally purchasing freely, and during the week out-of-town dealers have been in the market, but have difficulty in getting their orders filled promptly. Oak, walnut, poplar and ash are all in demand at a further advance in values. Foreign shippers report a moderate volume of business.

#### Charleston.

[From our own Correspondent.]  
Charleston, S. C., May 29.

During the past week the local lumber market has ruled fairly active, with a steady demand for desirable grades of lumber from the usual sources. Prices continue firm for all grades. Merchantable lumber is quoted at \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad; \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles at \$4 to \$7 per thousand. At Georgetown and other milling points there is a very active movement among millmen, and large additional timber tracts are now being developed. Orders with all the mills are numerous, and shipments during the week from this and adjacent points have been liberal. During the past week the following vessels cleared from this port with lumber and other wood products: Steamship Alliance for Kingston, Jamaica, with 100,000 feet of lumber and 400,000 shingles; schooner Wesley M. Oler for Boston with 770,000 feet of lumber, and steamer Pawnee with 59,240 feet of lumber and 3512 crossties. The schooner John C. Gregory cleared for New York with 290,000 feet of lumber. Rates of freight on lumber continue steady at \$5.50 to \$6.50 per 1000 feet to New York and eastward.

#### Savannah.

[From our own Correspondent.]  
Savannah, Ga., May 29.

The week under review has developed a good volume of trade in most departments of the local lumber industry, and

the demand for all desirable grades of lumber is active, while prices are showing up better throughout the general list. The shipments during the past week have been of better character, and aggregated 5,437,355 feet, of which 2,118,836 feet were for New York, 1,610,188 feet for Baltimore, 1,383,860 feet for Philadelphia and 324,475 for Gardiner, Me. The market at all milling sections continues to improve, and stocks are very light, the lumber being shipped as fast as cut. At Brunswick and Darien the market continues fairly active, and mills are generally loaded up with orders. In a local way there is a good demand for lumber from builders, while property in all parts of the city is commanding good prices, and, as far as the building season is concerned, it has not yet reached its height. There is a moderate offering of handy-sized vessels for carrying lumber, and rates are generally steady and unchanged. Among the charters reported are the following: Schooner F. & T. Lupton, 876 tons, from Brunswick to Philadelphia with crossties at 15 cents and free wharfage; schooner Aetna, 33 tons, from Brunswick to New York with lumber at or about \$5.60, and a schooner from Savannah to New York with lumber on private terms.

#### Mobile.

[From our own Correspondent.]  
Mobile, Ala., May 29.

There is perhaps no other Gulf port at which the commercial and industrial situation is at present so satisfactory as at Mobile. With the activity and improvement in the lumber and timber trade there is a corresponding movement in nearly every avenue of commerce and industry. It is, in fact, a season of general improvement, new buildings being erected, street railways extended, construction of water works and sewerage system, and an improvement of the most vital importance is the deepening of the channel to the sea. The work of improvement of the harbor will begin about the middle of June, the contract having been awarded to the National Dredging Co. at seven cents per cubic yard. The sum of \$600,000 will be expended, and the work pushed to completion. The export business at the moment is steadily increasing, and the trade with Cuba, Central and South America showing greater expansion. During the past week nearly 2,000,000 feet of lumber left this port, 304,678 cubic feet of sawn timber and 33,596 cubic feet of hewn timber. Of the timber shipments, 94,677 cubic feet went to the United Kingdom, and the remainder to Continental ports. The demand for lumber is very pronounced, and prices firm, with stocks generally light at nearly all milling sections. The inquiry for sawn timber continues good, and values are firm, with an advancing tendency. The business with Continental ports is of better volume, the demand being quite active recently. Prices for sawn timber are quoted at 12½ to 13½ cents per cubic foot, 40-foot basis. Cypress logs are in good demand at 4 to 9 cents per cubic foot, according to class. There is a good demand for pine saw logs at \$6 to \$7 per 1000 feet. The stock of hewn timber is quite light, and prices steady at 13 to 13½ cents per cubic foot, basis 100 cubic feet, average B1 good. The total shipments of sawn timber since September 1, 1898, amount to 4,012,357 cubic feet, against 2,212,024 cubic feet for the corresponding period last year. The shipments of lumber since September 1, 1898, amount to 52,872,122 feet, against 42,461,186 feet last year. The rates on lumber are steady; to the West Indies, \$6 to \$7; Mexico, \$7 to \$8; Rio de Janeiro, \$16; River Platte, \$13, and coastwise, \$6 to

\$7. A schooner, 318 tons, was chartered last week to load lumber at this port for Curacoa at \$10 and port charges.

### Lumber Notes.

The directors of the Martinsburg Manufacturing Co. at Martinsburg, W. Va., have decided to sell their spoke works, which have been idle for some time.

Receipts of lumber at New Orleans for the week ending the 26th ult. amounted to 2,015,500 feet, and for the season 59,017,026 feet, against 70,430,500 feet last season.

The Ohio Sash & Door Co.'s plant and lumber piles at Cleveland, Ohio, were destroyed by fire on the 26th ult. The total loss is estimated at \$100,000, partly covered by insurance.

The West Norfolk barrel factory of the Tilghman Lumber Co. at Norfolk, Va., was burned on the 27th ult., together with a stock of 100,000 barrels. The damage is estimated at \$25,000, partially insured.

The Ingle Wagon Co. of Fort Smith, Ark., was chartered last week, with a capital stock of \$20,000, of which \$10,375 has been subscribed. The incorporators are Seth Spangler, A. J. Ingle and William H. Ingle.

Col. Oswald Tilghman of Easton, Md., has secured for R. Herbert Martin of Baltimore a lot near the junction of the two railroads at Easton on which Mr. Martin will build a woodwork factory. Work will begin at once.

On the 23d ult. some fifteen schooners and barges were loading with lumber at Petersburg, Va. The stock on hand at that date upon the wharves awaiting shipment aggregated about 3,000,000 feet. The lumber was all purchased for Northern markets.

The Branning Lumber Co. of Edenton, N. C., has purchased from the State 10,000 acres of land, the price being fifty cents per acre. It is what is known as swamp land, but is heavily timbered with cypress. Last year this company bought 80,000 acres.

In South Florida turpentine men are prospecting for new fields of operation, and have recently purchased large lots of timber land in that section. The real-estate firm of McQuaig & Beecham of Orlando, Fla., have sold since January 1, 1899, 211,000 acres of land.

The following vessels cleared from Fernandina last week with lumber and crossties: Schooner Job H. Jackson for Philadelphia with 430,000 feet of crossties; schooner Selina for Bath, Me., with 485,000 feet of lumber, and schooner Grace Andrews for Boston Mass., with 400,000 feet.

The Gracey-Grubs Lumber Co. of Butterfield, Hot Springs county, Arkansas, was granted a charter last week. The capital stock of the company is \$12,500. The officers are E. P. Gracey, president; J. C. Dresser, vice-president; J. M. Grubs, secretary, and F. V. Grubs, treasurer.

A charter was granted last week to the Chesterfield Land & Lumber Co. of Chester, S. C., with a capital stock of \$20,000. The incorporators are John M. Turner and Charles E. Johnson of Raleigh, N. C.; J. H. Diggs and C. T. Omohundro of Sanford, N. C., and Ernest Williams of Lynchburg, Va.

The Brookings Lumber & Box Co. of St. Louis, Mo., was incorporated last week, with a capital stock of \$100,000, fully paid. The stockholders of the company are Robert S. Brookings, Mahlon B. Wallace, Joseph W. Lewis, E. S. Pierce and Frank M. Wright. A general lumber business will be conducted.

The Piedmont Pulp Mill Co. is reported to have purchased 70,000 acres of timber land at Shavers Fork, Grant county, West Virginia. It is also reported that engineers are at work laying out a route for a railroad to be built from Hot Springs, Va., in order to give an outlet for the timber and minerals on the land.

Reports from New York include the F. Weikel Chair Co. of Louisville, Ky., as being one of the factories composing a \$25,000,000 chair trust to be known as the American Consolidated Chair Co. The managers of the Weikel Company state that the trust has an option on their plant, but have not been officially notified of its acceptance.

The demand for all grades of cottonwood lumber is becoming every day more pronounced. The growing scarcity of other woods has given the cottonwood of the lower Mississippi additional value to every market. A New York firm recently placed an order in New Orleans, La., for 15,000,000 feet of cottonwood logs for shipment to Germany.

The Anniston works of the Illinois Car & Equipment Co. at Anniston, Ala., have been leased for a term of five years to the recently-formed Southern Car & Foundry Co., which also owns or controls the car works at Gadsden, Ala., Memphis and Lenoir City, Tenn. The transfer will be made at once. The Anniston plant has a capacity of twenty freight cars a day.

The Easton Furniture & Manufacturing Co. of Easton, Md., was incorporated on the 24th ult. The company will erect a furniture factory on a site nearby or within the town. The building will be of wood, 100x60 feet, three stories. The capital stock of the company is \$25,000. The officers are John Mason, president; Charles C. Nickerson, vice-president, and William H. Kemp, secretary.

The Franklin Land & Lumber Co., recently organized at Norfolk, Va., has purchased 5000 acres of timber land in Norfolk county. It is proposed to cut the timber at once and market in the log. It is not the intention of the company to own and operate mills. The company has a capital of \$25,000, which can be increased to \$50,000. The principal stockholders are prominent business men of Columbus and Maysville, Ohio. O. D. Jackson of Norfolk, Va., is vice-president, and C. F. Lentz of Norfolk, general manager and assistant secretary.

The chair manufacturers of Baltimore, Md., are at present taking a lively interest in the movement towards the consolidation of the chair-manufacturing industry of the country. Options upon a number of companies in different sections have been received, Baltimore concerns being among the number. It is stated that out of the eighty-six concerns in the country, eighty have signified their intention to become members of the proposed combination. While the amount of capital has not been definitely decided upon, it will be in the neighborhood of \$25,000,000.

The lumber industry along the West Virginia Central Railway is booming. At nearly every one of the sixty stations between Cumberland, Md., and Elkins, W. Va., a saw mill is located, all of which are rushed night and day to fill orders for lumber and other wood products. Export millmen estimate that during this season nearly 200,000,000 feet of lumber will be cut. The supply of timber is liberal, and the development of timber lands in the State is being vigorously pursued. The total acreage of timber land in West Virginia is estimated at 5,000,000, of which it is said the Davis and Elkins interests own 500,000 acres of coal and timber land.



## PHOSPHATES.

## Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., June 1.

The local market is moderately active, and values are firm, with considerable business reported during the past week. Fertilizer men are in the market, and several sales of round lots are reported. The following charters were recorded last week: Schooner Fannie Brown, Ashley River, S. C., to Baltimore with phosphate rock; British steamer Strathdee, 1709 tons, from Fernandina to United Kingdom or Continent with phosphate on private terms; British steamer Boynton, 1630 tons, from Brunswick to Rotterdam with phosphate at 16/, June-July, and British steamer White Jacket, 1405 tons, from Port Royal to Dublin with phosphate at 14/3, June 15. With the improvement in the fertilizer trade the price of phosphate rock has advanced sharply since January last, which has stimulated miners in every section of the Southern phosphate belt. In the Charleston market South Carolina rock that brought \$2.25 to \$2.50 per ton four months ago is now in good demand at \$4 to \$5, according to analysis. The domestic demand at the moment is brisk, and for foreign account sales for May were larger than usual. The shipments of rock from Charleston since September 1, 1898, amount to 80,636 tons, against 73,455 tons for the corresponding period last year. In Florida prices continue very firm, especially for pebble, and the foreign demand continues without interruption. Shipments from all Florida ports continue liberal, and the development of deposits both old and new is being pursued with considerable vigor. Reports from the Tennessee phosphate belt are very encouraging. New deposits near Hendersonville and on Carter's creek have been found during the past week, with every evidence of an abundance of high-grade phosphate rock. There is unusual activity at Mt. Pleasant and other sections, while shipments are increasing in volume. The domestic and foreign demand is liberal, and prices are firm at \$3.50 for domestic shipments guaranteed 75 per cent., and \$3.75 to \$4 for 78 per cent. export rock.

## Fertilizer Ingredients.

The leading ammoniates have been in moderate demand during the week, and values rule very steady. Messrs. Thos. H. White & Co., in their circular for May, have this to say of the general market: "The ammoniate market has been strong and comparatively quiet the past month. Enquiry was good, both for domestic and export trade, but the extreme views of producers, particularly for futures, has checked business. Southern buyers have mostly held aloof waiting light upon the future cotton crop, while several Northern buyers have postponed action pending the new combine. Many manufacturers are fairly supplied for the fall trade, and consider it too early to anticipate winter needs. This is in view of the nearness of the fish catch and the uncertainty as to the quantity thereof. So far it is reported nothing. The situation is one of perplexity, but the conditions all point to a much higher range of prices than have ruled since the spring of 1893. Western producers report light stocks and largely-increased demand for that section for the coming fall, and advance prices upon every important sale."

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 87 1/2 @	2 90
Nitrate of soda	1 70 @	1 72 1/2
Blood	1 95 @	2 00
Hoof Meal	1 65 @	
Azotine (beef)	1 90 @	

Azotine (pork)	1 90 @	
Tankage (concentrated)	1 70 @	1 72 1/2
Tankage (9 and 20)	1 80 @	1 82 1/2 & 10
Tankage (7 and 30)	17 00 @	17 50
Fish (dry)	20 00 @	
Fish (acid)	12 00 @	

## Phosphate and Fertilizer Notes.

The British whaleback steamer Belton arrived at Fernandina last week to load a cargo of phosphate rock for H. A. Ford.

The fertilizer plant of Walker Shatman & Co. of Pittsburg, Pa., was burned on the 25th ult. The loss is estimated at \$100,000.

The British steamship Benwick cleared from Port Tampa last week with 3650 tons of phosphate rock for Stettin from P. B. & R. S. Bradley. The Austrian steamship Tyrian arrived to load a cargo of phosphate rock for a European port.

At Hendersonville, Tenn., on the Louisville & Nashville Railroad, fifteen miles from Nashville, rich deposits of phosphate rock are said to have been located. The analysis of the rock runs as high as 78 per cent. bone phosphate surface findings, and it is not at all improbable that findings from the lower strata will yield a much larger per cent. rock.

The large fertilizer works near the city of Rome, Ga., known as the Rome branch of the Virginia-Carolina Chemical Fertilizer Co., will have its capacity doubled during the summer. When the plant is doubled the capacity will be about 25,000 tons per annum. Mr. W. M. Franks was in Rome last week prepared to receive bids for building the additions. It is understood that the work will begin at once and pushed rapidly to completion.

It is stated that a big phosphate deal was closed at Columbia, Tenn., on the 26th ult., Mrs. Jack Kittrell and her daughters selling their 180-acre farm near Mt. Pleasant to the Tennessee Phosphate Co. for \$65,000. The excitement in this section is increasing, and new phosphate deposits are being discovered every few days. The Carter's Creek neighborhood seems to present the best possibilities for investment at the moment, as the rock there is proving very rich in quality and but little of the land has been prospected.

The shipments of phosphate from Charleston, S. C., to domestic ports for the week ending the 26th ult. were as follows. Schooner Senator Sullivan with 1100 tons of acid phosphate and schooner Warner Moore with 665 tons of phosphate rock for Baltimore; schooner Rillie S. Derby for Philadelphia with 600 tons of phosphate rock, and schooner Mary Curtis for Richmond, Va., with 560 tons. The total shipments from September 1 to May 26 amounted to 82,186 tons of phosphate rock, against 73,455 tons for the corresponding period last year.

## TRADE NOTES.

Saw-Mill Sale.—A 40,000-foot capacity saw mill, located on the Tennessee river, is offered for sale. Address P. O. Box 327, Chattanooga, Tenn. (See advertisement.)

Pumps and Other Machinery.—Messrs. Bartlett, Hayward & Co. of Baltimore are offering some bargains in machinery, including pumps, fuel economizers, steel smokestacks, etc. (See advertisement.)

A New Boiler.—The Marine Iron Works of Chicago has arranged for a five-year shop right to build Paragon boilers for marine service and stationary plants after the patents of M. Dupuy of 19 South street, New York city.

Lee Injector Manufacturing Co.—By a decision of court the Lee-Penberthy Manufacturing Co. of Detroit, Mich., has been ordered to cease the use of the name "Penberthy" in its corporate title, and will hereafter be known as the Lee Injector Manufacturing Co.

Saw Mill For Sale.—Mr. J. A. Brown of Chadbourn, N. C., is offering for sale a

complete saw-mill plant, and states a quick sale will enable buyer to obtain the property at a low figure. The mill property includes 5000 acres of timber, with privileges of making same 25,000 acres. (See advertisement.)

Stove Works For Sale.—A stove-manufacturing plant of capacity for eighty-five stoves daily is being offered for sale by Mr. B. Steiner of Birmingham, Ala. This plant is to be sold or leased within thirty days, and it is said offers a most excellent opportunity for investment. The plant can be put in operation within forty-eight hours.

Barr Pumps in New York.—A New York office has been established by the Barr Pumping Engine Co. of Philadelphia, Pa., where it has an extensive plant manufacturing its product. The company's line of pumping engines for water works, etc., comprises complete designs of machinery in its class. Mr. Chas. H. Paine will have charge of the New York office, with offices in the Singer Building, Liberty and Broadway.

An Efficient Dry-Closet System.—One of the important features of healthful conditions in large establishments is embodied in the closet system. One of the most well-known systems of this character is that of the Peck-Hammond Company of Cincinnati, known as the dry-closet system. The company has received contract to place this system in the model shops of the Louisville & Nashville Railway at Decatur, Ala., where about 1000 men are employed.

Pulp and Paper Mill Sale.—The entire plant of the Singery Pulp & Paper Co. in Cecil county, Maryland, will be sold by trustees of the courts on June 14. The entire plant is equipped with the latest and most improved machinery necessary in the production of chemical pulp from wood, the capacity being 50,000 pounds daily. Catalogue giving full description of the property can be obtained on application to W. T. Warburton, John S. Wirt, Albert Constable, trustees, Elkton, (not Easton, as given last week) Md., (or see advertisement.)

Wolf Company Flour Mills.—The Wolf Company of Chambersburg, Pa., continues to file orders for its widely and well-known gyrator system flour mills. The most recent contracts recorded included a 50-barrel mill and cornmeal plant at Menlo, Iowa; 40-barrel flour mill at Mt. Olive, N. C.; remodeling of 30-barrel mill at Jones Mill, Pa.; remodeling of 300-barrel mill at Ann Arbor, Mich.; 50-barrel mill at Ghent, Ohio; 150-barrel mill at Avondale, Pa.; remodeling; 40-barrel mill at Chaptico, Md.; remodeling; and 60-barrel mill at Enterprise, Kan.

Extensive Line of Woodworking Machinery.—The continued demand for woodworking machinery is one of the signs of the times in an awakened industrial world. A well-known firm in the woodworking machine class is the Edwards Machine Co. of 34 West Washington street, Chicago. This company makes a specialty of woodworking machinery and supplies, carries a large stock and has an extensive shop for making repairs, etc. Recent orders filed included shipments for Smithton, Ark.; Shreveport, La., and other Southern points. These orders embodied jointers, six-horse-power gasoline engine, 24-inch jointer, 25-horse-power boiler, 24-inch combined planer and matcher and many other machines.

Wood-Split Pulleys.—The Saginaw Manufacturing Co. of Saginaw, Mich., reports a very busy season so far this year. The receipt of large and frequent orders from every part of the country denotes that the prosperity now prevailing is very general. The Gilbert wood-split pulley has won a reputation for strength, durability and grip to the shaft, which may account largely for a good share of the business accorded the Saginaw Company; its washboard department also raises a high standard of excellence. This company issued a new wood-split-pulley price-list on May 1, which will be furnished on application. It is intimated by the company that, owing to the marked advance in the cost of material and labor, a decided advance in prices might be necessary in the near future.

Cultivating Southern Trade.—The York Manufacturing Co. of York, Pa., is an illustration of the benefit of the Southern market to Northern manufacturers. This company has been in existence a comparatively few years, but since its organization has been obliged to enlarge its plant several times to meet the requirements of its business. Contracts have recently been let for a further addition, which will include a foundry for making malleable iron gun

metal and other specialties required in its business; also to give it increased storage room. The company now occupies an entire city block, and is negotiating for the purchase of additional property. The company has determined to manufacture water wheels in addition to refrigeration plants and engines. It believes that the Southern field offers an extensive field for business of this kind, and expects to secure a large share of it.

Machinery Paints.—Messrs. Charles H. Besly & Co., 10 and 12 North Canal street, Chicago, Ill., report that they are the Western representatives and carry a complete stock of the celebrated Pecora machinery paints, which have been on the market and given excellent satisfaction since 1862. Flat steel color is in paste form for engines, tools and general machinery; egg-shell gloss enamel finishing paint for engines, tools and general machinery (dust-proof in ten minutes, dries hard thirty minutes), sold only in liquid form; Dresden machine enamel imparts rich, glossy appearance for radiators, gas engines, etc., (send for color card); iron filler for making rough castings smooth; Pecora blow-hole cement, the one cement which will stand under the planer, lathe, file and other finishing operations, comes dry and is worked with a knife, stands 200 degrees heat and is gas and air tight; sample free. Besly & Co.'s new May catalogue now ready on application.

English Papers Printed by American Power.—The Bullock Electric Manufacturing Co. of Cincinnati will ship to England this month one 25-horse-power generator and two 30-horse-power, one 40-horse-power and two 50-horse-power printing-press equipments for the Manchester Sporting Chronicle. One 25-horse-power, type 0, printing-press motor, with controller, will go to Cassell & Co., London, the largest publishing house in England. A slow-speed motor for direct connection to lithograph press, with controller, will be forwarded to the Belfast Evening News, which will also take a 30-horse-power printing-press equipment, with teaser and controller. Two 50-horse-power motors, with teasers and controllers, will be dispatched to the London Daily News. The above "teaser" equipments are intended to drive large newspaper presses. These shipments will be the most important that have ever been made from this country to newspaper establishments on the other side. Other English orders, which will be executed next week, include a small motor for the Machinery Trust, Limited, of Chester; two 40-horse-power slow-speed generators for the Thornycroft Shipbuilding Yards; one slow-speed motor of five horse-power to be supplied to Richard Moreland & Co. of London, and one four-horse-power motor for Chas. Churchill & Co. of Birmingham. These orders are worth about \$20,000. Smaller shipments are stated to have been made this month to numerous other foreign countries.

Sheathing Paper, Ruberoid Roofing, etc.—The Standard Paint Co. of 81 John street, New York, produces a line of building paper, roofing paints, etc., for which great utility is claimed. The company says the papers of its manufacture are guaranteed to be entirely moisture-proof and air-tight, odorless and tasteless and very durable. For insulation of cold storage or icehouses, cars and, in fact, all structures where an even temperature is necessary these items are a very important matter. The papers are specified largely by architects in this branch of work. Not in any of the products are ingredients used which will be affected by acids, alkalies or extremes in temperature, no oil or tar whatever being used. The ruberoid roofing is meeting with a very large sale in all parts of the world; it is not paper, but has as a foundation the best and strongest of felt that can be purchased, and is commended for application to foundries, chemical, fertilizer and phosphate works. In fact, to all buildings which are subjected to severe conditions. It will not run when exposed to any heat, nor will it become brittle and crack in cold weather; it is naturally rust-proof and more readily kept in repair than any other roofing made. The P. & B. preservative paint is used extensively by brewers, cold-storage and refrigerating companies for the protection of their iron and wood work from the action of acids and alkalies. The paint is thoroughly waterproof, very penetrating and, when applied to walls of any kind for preservation from dampness or to pipes, coils, condensers, vats, tanks, etc., acts as a perfect preservative. The P. & B. ruberine is manufactured more particularly for roofs or stack-work, and the universal paint is a coating for all structural iron and wood. The liquid compounds are entirely free from oil, tar, etc.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

**Alexander City—Mineral Developments.**—The Alexander City Land & Mining Co. has been incorporated, with S. J. Nolan, president; A. R. Robertson, vice-president; Dr. J. A. Goggins, treasurer, and Col. C. P. Wright, general manager. Company owns 4000 acres of mineral lands in Clay, Coosa and Tallapoosa counties and proposes to extensively develop corundum, kaolin, copper, mica, gold and cement; capital stock \$1,000,000.

**Anniston—Car Works, etc.**—The Southern Car & Foundry Co. of Gadsden, Ala., has leased the Anniston works of the Illinois Car & Equipment Co.; plant has a capacity of twenty freight cars per day, and contains rolling mill and other departments.

**Decatur—Compress Company.**—Decatur Cotton Compress Co. will consider increasing capital stock to \$75,000.

**Florence—Water-power, Cotton Mill, etc.**—The Florence Light & Power Co. is constructing dam to develop 1500 horse-power water-power (as lately noted) on Cypress creek and has a building suitable for cotton mill, which it is negotiating with parties to equip with machinery. Address D. L. Foster.

**Gadsden—Car Works, etc.**—The Southern Car & Foundry Co., J. M. Elliott, president, has increased its capital stock from \$2,000,000 to \$3,500,000.

**Huntsville—Cotton Mills.**—The Merrimack Manufacturing Co. of Lowell, Mass., has finally completed arrangements securing at Huntsville a site for its proposed 200,000-spindle and 5000-loom cotton-manufacturing plant reported several months ago. The company has secured charter under Alabama laws, with certain tax exemptions, and will build its plant in eight mills of 25,000 spindles and 700 looms each, each mill to be put in operation as built until all the mills as planned are completed; there will also be built a dyeing and bleaching plant; J. W. Pead, agent Merrimack Manufacturing Co., Lowell, Mass.

**Huntsville—Water-power Development.**—A number of capitalists contemplate developing the Flint river and transferring the power to Huntsville by means of electricity; about 5000 horse-power will be developed.

**Huntsville—Brick Works.**—T. W. Pratt is

negotiating with the present owners of the National Manufacturing Co. with a view of having their brick plant enlarged and operations resumed.

**Marion—Ice Factory and Electric-light Plant.**—Ira J. Davis contemplates establishing a small ice factory and electric-light plant.\*

**Oneonta—Water Works.**—Water-works system will probably be constructed. Address "The Mayor."

**Scottsboro—Flour Mill.**—Jackson County Mills will make improvements, putting in new flouring machinery and installing corn mill.\*

## ARKANSAS.

**Butterfield—Lumber Company.**—The Gracy-Grubs Lumber Co. has been incorporated, with E. P. Gracy, president; J. C. Dresser, vice-president; J. M. Grubs, secretary, and F. V. Grubs, treasurer; capital stock \$12,500.

**Conway—Excelsior Factory.**—Frauenthal & Schwarz will erect an excelsior factory.\*

**Forest City—Electric-light Plant, etc.**—St. Francis Electric Light Co. has increased its capital stock to \$12,000, as lately reported, for the purpose of enlarging its plant, which has been done, and putting in a machine shop; M. W. Ewell, secretary and treasurer. Address at Dyersburg, Tenn.\*

**Fort Smith—Wagon Company.**—The Ingle Wagon Co. has been incorporated by A. J. Ingle, William H. Ingle and Seth Spangler; capital stock \$20,000.

**Harrison—Zinc Mines.**—Articles of incorporation of the Consolidated Zinc Mining Co. of Kansas City, Mo., and Harrison, Ark., have been filed, capital stock being \$1,000,000, of which \$328,000 has been subscribed; Thomas W. Wag, president; A. L. Norfleet, William B. Leach, A. W. Stubbs and W. A. Shuman, directors.

**Monticello—Oil Mill.**—The Drew Cotton Gin & Oil Co. has been chartered, capital stock \$30,000, to build a cottonseed-oil mill of forty tons capacity, with provision for doubling capacity; W. M. Anderson, president; D. T. Hyatt, secretary-treasurer, and A. H. Kirkland, manager.

**Pine Bluff—Windmill Factory.**—A new company will be organized to operate the windmill factory lately reported to be moved from Freeport, Ill., to Pine Bluff by Lamb & Co.

**Pine Bluff—Round-bale Compress Works.**—A company will be organized to manufacture and introduce a new round-bale compress invented by John R. Fordyce, now manager of the Pine Bluff Cotton Oil Co.

**Searcy—Hay-press Company.**—The Biggs Hay Press Co. has been organized, with W. C. Dugan, secretary; capital stock \$20,000.\*

## FLORIDA.

**Homeland—Phosphate Mines.**—Messrs. Harry Parr and Chas. D. Fisher of Baltimore, Md., have purchased, it is reported, phosphate lands near Homeland for \$90,000, and will probably erect a large mining plant for the development of the property.

**Lake City—Lumber Mills.**—The Seminole Lumber Co., with a capital of \$20,000, has been incorporated to deal in and manufacture lumber, building material, brick, etc. The incorporators are V. W. Long, Lott W. Johnson and R. T. Boozer.

**Lake Helen—Starch Factory.**—A stock company will probably be formed for the manufacture of starch from cassava and other roots. Names of interested parties will be announced later.

**Lakeland—Steam Laundry.**—C. W. Waggoner contemplates the erection of a steam laundry.\*

**St. Andrews Bay—Saw Mill.**—The St. Andrews Lumber Co. is erecting a saw mill of 20,000 feet capacity daily.

**St. Petersburg—Water Works.**—The city has voted affirmatively in the matter of the proposed \$10,000 bonds for water works. Immediate steps will be taken to award contracts for construction of the system. Address "The Mayor."

## GEORGIA.

**Acworth—Oil Mill.**—A company is to be formed, with capital stock of \$15,000, for the erection of a cottonseed-oil mill and fertilizer factory; Capt. J. L. Lemon, president; Orlando Awtrey, vice-president, and E. W. Lemon, secretary.

**Atlanta—Malt Company.**—W. E. Beckman,

Albert Steiner, Henry Wellhouse, Paul Romare, C. E. Currier and Ira A. Steiner have incorporated the Wurtzburger Malt Co. to manufacture malt extract and other medicines; the capital stock will be \$10,000, with privilege of increasing to \$100,000.

**Atlanta—Liquor Company.**—W. O. Conway, H. C. Beermann, Gus Kuchler and Louis Steinau have incorporated the L. Steinau Company, with capital of \$2500, to engage in the wholesale liquor business.

**Columbus—Brick Works.**—H. M. Howard and Bat Ingram have established brick works of 45,000 daily capacity.

**Columbus—Knitting Mill.**—The Georgia Manufacturing Co. will add a knitting plant to its present factory and will build to accommodate from eighty to 100 machines; E. P. Dismukes, vice-president.

**Columbus—Cotton Mill.**—The Swift Manufacturing Co., Louis Hamberger, president, is enlarging its picker-room and clothroom and has purchased all machinery necessary.

**Damascus—Planing Mill.**—W. J. C. Gaar will establish a planing mill.\*

**Fitzgerald—Publishing.**—The Fitzgerald Publishing Co. has been chartered for the publication of a newspaper, etc., by B. B. Cheney, Madison Bulce, William Henderson, S. M. Whitehead, J. M. Harley and others; capital stock \$5000.

**Fort Valley—Cotton Factory.**—A movement is on foot for the organization of a cotton-factory company. Capt. J. B. James is interested.

**Gainesville—Ice Factory.**—The Gainesville Ice Co. (lately reported as organized for the erection of an ice factory) has let contract to J. A. Pierce, J. H. Hunt and others are the incorporators; capital stock \$20,000.

**Griffin—Cotton Mill.**—B. R. Blakely, R. T. Daniel and J. P. Nichols will organize a \$125,000 company for the establishment of a 5000-spindle cotton mill.

**Macon—Telephone Systems.**—W. A. Bisbee of Savannah and J. W. Rutherford of Atlanta are each applying to city council of Macon for telephone franchise.

**Oakwood—Grist Mill.**—A. J. Mundy is erecting a grist mill.

**Plains—Cotton Mill.**—There is a possibility of a cotton mill being established, but no definite arrangements have been made. Address J. E. French.

**Rift—Dry-kilns.**—D. C. Jones is rebuilding his lumber dry-kilns, recently destroyed by fire.

**Rome—Filtering Plant.**—The city has completed all arrangements assuring the construction of the filtering plant noted lately. Bids will be opened July 15; will also increase capacity of reservoir by 1,000,000 gallons; C. E. McLin, chairman water-works committee.\*

**Rome—Steamboat and Trading Company.**—C. F. Wright, S. D. Camp, F. B. Holbrook, W. J. Gordon, Tom Tolbert and others have incorporated the Rome Steamboat & Trading Co., with a capital stock of \$1000.

**Savannah—Crematory.**—The erection of a \$30,000 crematory, with capacity for burning 100 tons of garbage per day, is talked of. Address "The Mayor."

**Senola—Collar Factory.**—Couch Bros. will double the capacity of their collar factory, putting in two extra collar stuffers and increasing working force.

**Thomson—Cotton-oil Mill, etc.**—The Thomson Oil Mill will be formed for the establishment of a 50-ton cottonseed-oil mill; when this is in successful operation the management will add a refinery, fertilizer plant, ice factory, electric-light and power plant, warehouses, etc. W. and H. W. Boswell and W. A. Rigsby of Augusta, Ga., are interested.

**Valdosta—Drug Company.**—The \$25,000 company reported recently to be organized by B. F. Strickland, J. M. Harvey and others for the establishment of a wholesale drug business has been incorporated as the Strickland-Harvey Drug Co.

**Washington—Electric-light Plant and Water Works.**—The city has purchased the Washington Water Works Co.'s system at \$10,000 and the Excelsior Manufacturing Co.'s electric-light plant at \$7500. Both plants will be extended and improved. Address "The Mayor."

**Worth—Lumber Mill.**—The Canda Lumber Co. has already placed orders for machinery for its new plant which it has under construction; capacity 40,000 feet of bill stock

per day, with timber dresses and dry-kilns to suit.

## KENTUCKY.

**Anderson—Telephone Company.**—Incorporated: The Anderson Telephone Co., capital \$12,000, by J. J. Downey and others.

**Franklin—Tobacco Stemmer.**—W. H. Bryan, Eli Brant and J. W. Brown have formed the Franklin Tobacco Co., will purchase three acres of land and erect stemmer to employ 150 hands.

**Gracey—Flour Mill.**—E. Y. Pool & Co. will build a 40-barrel flour mill.\*

**Lancaster—Flour Mill.**—O. W. and J. H. Potts will erect a two-break flour mill.

**Louisville—Hardware Company.**—Chartered: The Korb Hardware Co., with a capital stock of \$10,000, by Theodore Korb, Daniel Korb, Samuel E. Wiard and others.

**Louisville—Oil Refinery.**—The Louisville Cotton Oil Co. (lately reported as incorporated) has organized for the purpose of refining cottonseed oil, and not for the manufacture of crude; J. J. Caffrey, president, Room No. 46 American National Bank Building.\*

**Paducah—Chartered:** The Paducah Towing Co., capital \$8000, by T. J. Flournoy and others.

**Providence—Planing Mill.**—Charles D. Faulkner of Carmi, Ill., is investigating with a view of establishing a planing mill at Providence.

## LOUISIANA.

**Baton Rouge—Sewerage System.**—The board of public works has decided to ask at once for plans and specifications for the proposed drainage and sewerage system for which bonds were voted last week (as noted); \$55,000 will be available; competition will be open to June 25.\*

**Jennings—Electric-light Plant.**—The city will vote on the issuance of bonds for the erection of the electric-light plant recently reported; P. M. Kokanour, mayor.

**Lake Charles—Sulphur Mines.**—Pacques Tomette is placing mill machinery in repair preparatory to developing on an extensive scale the sulphur mine near Lake Charles; artesian wells will be sunk to afford additional water supply. Herman Frash, representative of the Standard Oil Co. (owner of the plant), will have charge.

**Monroe—Cotton Mill.**—Judge Gunby and others will organize a \$100,000 company for the erection of a cotton mill.

**Monroe—Sewerage System, etc.**—The city has recently issued \$150,000 in bonds for a sewerage system and other municipal improvements; Schuerman & Brown, engineers, Nashville, Tenn.

**Ruston—Ice Factory.**—Efforts are being made for the establishment of an ice factory, and a \$4500 company has been formed for that purpose. It is also reported that the citizens have entered into an agreement with Baton Rouge (La.) parties for the removal of an ice plant from that city to Ruston. J. D. Barksdale, secretary Ruston Business League, can be addressed.

**Shreveport—Cotton Mill.**—The Hargrove Cotton Mill Co. (recently noted as incorporated) proposes to erect a mill of 10,000 spindles, starting with 2500 spindles and placing that number every six months until 10,000 are in position; 400 horse-power steam plant will be used; sheeting to be the product. Subscribed capital is \$100,000; H. H. Hargrove, second vice-president.\*

## MARYLAND.

**Baltimore—Drug Factory.**—The Emerson Drug Co. will enlarge its plant by the erection of a five-story addition to contain all the devices for manufacturing, including an electric plant.

**Baltimore—Mattress Factory.**—Foster Bros. are remodeling and enlarging their mattress factory.

**Baltimore—Gas-lighting Company.**—The Automatic Gas Lighting Co. has been incorporated, with an authorized capital of \$100,000, by J. Joseph Stears, J. Thomas Reinhart, James C. Clark, Andrew J. Weland and David Stewart.

**Baltimore—Coal Terminals.**—The Baltimore & Ohio Railroad Co. is having plans prepared for the construction of a new coal terminal at Curtis Bay, which will be provided with a series of conveyors, operated by electricity, with an hourly capacity of 2000 tons and to cost \$225,000; John E. Cowen, receiver and president.

**Baltimore—Cocoanut Desiccation.**—The



National Coconut Co., for desiccating coconuts, has been incorporated by Wm. F. Roach, Wm. H. Dix and Evan W. Hook of Baltimore and Jeremiah W. Shea and Wm. S. Shea of Philadelphia; the capital stock is \$10,000.

Baltimore—Automobile Factory.—The Crouch Automobile Manufacturing Co. (recently mentioned as chartered) has leased building at North avenue and Oak street in which to place machinery for the manufacture of its horseless carriages; D. A. Clark, manager; office in Equitable Building.

Chaplico—Flour Mill.—A. S. Gardner has let contract for remodeling his 40-barrel flour mill.

Easton—Furniture Factory.—The Easton Furniture & Manufacturing Co. has been incorporated, with John Mason, president; Charles C. Nickerson, vice-president; William H. Kemp, secretary-treasurer, for the establishment of the \$15,000 furniture factory recently reported; capital stock \$25,000; 100 operatives will be employed.

Easton—Furniture Factory.—The Easton Furniture Manufacturing Co. (referred to last week) will have building 60x100 feet, fully equipped with machinery for manufacturing furniture, and capital of \$25,000; will employ fifty hands; W. H. Kemp, secretary.

Washington, D. C.—Machine Shops.—The American Cryptograph Co. has been incorporated for manufacturing and dealing in cryptograph machines by R. W. Tyler, Holmes Conrad, G. W. Dudley, C. P. Ehrman and Ellis Spear; authorized capital \$100,000.

#### MISSISSIPPI.

Arcola—Cotton-oil Mill.—The Arcola Manufacturing Co. has been organized, with A. J. Aldridge, president; A. G. Paxton, secretary-treasurer, and Chas. L. Wortham, vice-president and general manager; capital stock \$50,000. The company has in process of erection a 60-ton cottonseed-oil mill.

Belzona—Oil Mill.—Chartered: The Belzona Oil Co., to erect and operate cottonseed-oil mill, capital stock being \$75,000. S. Castleman, Morris Levy, J. H. Levy, M. Cohn and G. J. Brantley are the incorporators.

Corinth—Knitting Mill.—The Southern Knitting Co. (lately reported as incorporated) will establish a knitting mill of twenty machines for making hosiery, cost not to exceed \$7000; E. P. Auger, secretary.\*

Ellisville—Cotton Mill.—The Ellisville Cotton Mill Co. (lately reported as organized) has applied for charter, with a capital stock of \$100,000; stock to the amount of \$50,000 has been subscribed and a \$150,000 mill will be erected. For particulars address Chas. L. Wortham, Room 62 Continental Building, Memphis, Tenn.

Greenville—Ginney and Oil Mill.—Chartered: The Greenville Cotton Oil Mill & Ginney Co., capital stock \$50,000, to own and operate cotton gins, cottonseed-oil mill, etc.; incorporators, J. D. Smythe, Frank Wolfenden, F. D. Smythe, W. F. Randolph and others.

Jackson—Rope and Cordage Factory.—W. A. Gunning is investigating with a view of establishing a plant for the manufacture of rope and cordage.\*

Pass Christian—Packing Plant.—The Pass Packing Co. (lately reported as incorporated) has established a plant.\*

West Point—Cotton Mill.—The West Point Cotton Mills has been organized, with J. A. McArthur (president), S. T. King, Adam Carlisle, J. B. Paden, J. H. McCord, Adam Evans and others, directors; \$85,000 has been subscribed.

Yazoo City—Railroad Shops.—It is stated that the Illinois Central Railway Co. will make Yazoo City a relay station and establish there roundhouse and shops. O. M. Dunn, superintendent, New Orleans, La., can probably give information.

#### MISSOURI.

Aurora—Mining.—Incorporated: The Jack Rabbit Mining Co., capital stock \$15,000, by L. C. Nelson, S. W. Summers, M. T. Davis and others.

Aurora—Mining.—The Chicago-Aurora Mining Co. of Chicago filed evidence of incorporation, with a capital stock of \$5000, at Aurora.

Carthage—Electric-light Plant.—G. Jaeger has received contract for erection of the proposed electric-light plant at Carthage; cost of plant about \$25,125.

Galena—Lead and Zinc Mines.—The Crown Point Zinc Mining Co. (reported last week under Kansas City) has organized, with C. E. Grannis, president; Frank B. Wilcox, vice-president, and Hugh McC. Eaton, secretary. Company has mines equipped with

100-ton crusher, steam gigs, hoisting apparatus, etc., daily output averaging \$1000 worth of ore; 27 operatives employed. Address the president at Seventh and Wyandotte streets, Kansas City, Mo.

Granby—Ore Mill.—The Granby Mining & Smelting Co. has decided, it is reported, to erect a large ore mill to be constructed of stone, brick and wood and equipped with large engines and boilers of modern type.

Joplin—Mining.—Incorporated: The Webster Mining Co., capital stock \$50,000, by Elmer Webster, J. W. McIntyre, S. J. McKee and Thomas Kinmouth.

Joplin—Mining, etc.—The Gleichrist-Porter Realty Co., capital \$84,000, has been incorporated by W. C. Porter, J. D. Porter, C. D. Smith, W. H. Smith, C. W. Porter of Joplin, Ella M. Levering, H. R. Levering of Hannibal and others; purposes, real estate and mining.

Joplin—Lead and Zinc Mines.—The Boston-Joplin Zinc & Lead Co. has been incorporated, capital stock \$500,000, by W. H. McMannus, J. Leonard, A. F. Hodges, M. W. Geisniger, all of New York city.

Joplin—Lead and Zinc Mines.—The Webster Mining Co., noted last week as incorporated, has purchased and will develop eighty acres of lead and zinc lands. About \$10,000 will be expended at once for new machinery and mill; A. B. Sowdon, secretary, 701 Main street.

Kansas City.—Incorporated: Kansas City Driving Park Association, capital stock \$30,000, by C. C. Christie and others.

Kansas City—Oil Mill and Soap Factory.—The H. H. Clark Co. of Decatur, Ill., will erect mill for linseed oil and cake and a soap factory.

Lamar—Sandstone.—Incorporated: The Lamar Sandstone Co., capital stock \$2000, by E. H. Adams, T. A. Perry, A. B. Stone and others.

Poplar Bluff—Manufacturing Plant.—Lowell L. Palmer has purchased 26,000 acres of land and will erect a manufacturing plant.

St. Joseph—Elevators.—The Harroun Elevator Co., capital stock \$50,000, has been incorporated by E. N. Harroun, W. H. Harroun, William Burke and others.

St. Joseph—Clothing.—Chartered: The Palace Clothing Co., capital stock \$50,000, by Martin Morris, M. S. Mayer and L. B. Werden.

St. Louis—Mining.—Incorporated: The Maryhattenia Mining Co., capital stock \$6000, by Leo Rassieur, James R. Millner and Arthur E. Kammerer.

St. Louis—Electric Plant.—The Imperial Electric Light, Heat & Power Co. is making extensive enlargements to its plant.

St. Louis—Mining.—The Gaynell Mining Co., capital stock \$20,000, has been incorporated by H. F. Cook, G. Seitz, F. P. Graves, O. M. Bilhartz, A. Schen, H. E. Hermann and J. W. Wright.

St. Louis—Publishing.—The World's Fair Publishing Co. has been incorporated by Charles C. Spink, William Willis Muir and Charles M. Napton, with a capital stock of \$5000.

St. Louis—Lead and Zinc Mines.—The Shawmut Mining Co. has been incorporated to conduct a general mining business by Harry F. Knight, A. D. Grant, S. A. Stuckey, William E. Ford and Edward C. King; capital stock \$30,000.

St. Louis—Lumber Company.—The Brookings Lumber & Box Co. has been incorporated to conduct a general lumber business by Robert S. Brookings, Mahlon B. Wallace, Joseph W. Lewis and others; capital stock \$100,000.

St. Louis—Chartered: Tutt & Tate, by G. C. Fraser, H. L. Monroe and others; capital stock \$500,000.

St. Louis—Brass Foundry.—The Anaconda Brass Foundry Co. (reported recently as incorporated for the manufacture of brass castings, etc.) has purchased all the machinery, tools and equipment of the J. W. Garratt & Co. Brass Foundry and will operate it as soon as more modern furnaces can be built and some necessary improvements made; Albert Waycott, president; Thomas Dunn, vice-president, and Frank C. Stevens, secretary.

St. Louis—Construction Company.—The McPherson Construction Co. has been incorporated, with a capital stock of \$10,000, by Frederick F. Stephenson, Lewis L. Booker and Michael Horan.

St. Louis—Flour Mill.—Chartered: The Zirnheld-Glosemeyer Flour Co., with a capital stock of \$10,000, by Joseph Zirnheld, V. H. Glosemeyer, M. F. Dunlap and E. W. Woods.

St. Louis—Realty Company.—Robert O. Kennard, Oscar L. Blebinger and others

have incorporated the James Luthy Realty Co., with a capital stock of \$20,000.

Windsor—Flour Mill.—Joseph Griser will install a 50-barrel flour mill.\*

#### NORTH CAROLINA.

Catawba—Cotton Mill.—The erection of a cotton mill is talked of. Probably the Sherrill Tobacco Co. (by "S") can give information.

Elizabeth City—Planing Mill.—Kramer Bros. & Co. are removing their machinery to Dry Point in order to obtain more power and increase the capacity of their planing mill.

Elkin—Cotton Mill.—The Elkin Manufacturing Co. has not fully decided whether it will rebuild or enlarge its mill this year; T. J. Lillard, treasurer.

Elon College—Cotton Mills.—James M. Williamson & Sons, proprietors of the Osagee Cotton Mills, lately mentioned as to erect an addition to their plant, state that there is no truth in the report.

Gastonia—Cotton Mill.—The Trenton Cotton Mills Co. will increase its capital stock \$65,000 for the erection of its No. 2 mill (3000 spindles) lately reported.

Laurinburg—Cotton Mill.—A. L. James writes that he and associates will build cotton mill, as reported last week. They will install 5000 spindles for production of 22s to 40s soft yarns, using steam-power; no contracts placed yet.\*

Lincolnton—Cotton Mill.—Edgar Love of Gastonia and D. E. Rhyne of Lincolnton (lately reported as to erect a cotton mill in Lincolnton) have formed the Daniel Manufacturing Co., with Daniel E. Rhyne, president; Edgar Love, secretary-treasurer, and A. M. Price, superintendent. The company will buy complete line of machinery (including combers) for a 5000-spindle fine-yarn mill; capital stock \$100,000, and may be increased. Address A. M. Price.\*

Maxton—Electric-light Plant.—A. J. McKinnon, J. B. Weatherly and W. B. Harker (representing the Maxton Light & Power Co.) contracted for an electric-light plant.

Milton—Cotton Mill.—Efforts are being made for the establishment of a cotton mill. Address J. B. Connally.

Monroe—Cotton-oil Mill.—Efforts are being made for the establishment of a cottonseed-oil mill; names of interested parties to be announced later.

Mooresville—Cotton Factory.—The erection of a cotton factory is projected, and Espy Brawley is interested.

Mount Olive—Flour Mill.—Pattin & Vandenberg will erect a new 40-barrel flour mill; contract let.

Mt. Pleasant—Cotton Mill.—Paul Barringer (president of the W. R. Kindley Cotton Mill) and others will erect a \$35,000 cotton mill, as recently reported; it has not been decided what class of goods will be manufactured and no definite arrangements have as yet been made for the erection of the plant.

Oxford—Carriage Factory.—The Taylor-Cannady Carriage Co. has been incorporated, with capital stock of \$25,000, to operate the factory established some two years since; output per week is twenty-five buggies.

Rock Cut—Flour Mill.—W. L. Cutting of Statesville, N. C., and J. D. Clark of Fallston township will erect in Rock Cut a roller flour mill.

Sanford—Cotton Mill.—The company forming to build the 10,000-spindle mill reported last week will have capital stock of \$100,000, and expects to install 10,000 spindles, with complement of looms. W. H. Watkins of the Columbia Manufacturing Co. at Ramseur, N. C., can give information.

Southern Pines—Water Works and Sewerage.—The city has voted an issuance of \$10,000 in bonds for sewer and water works. Address "The Mayor."

Wilmington—Paint Factory.—J. L. York of Greensboro, N. C., is investigating with a view of establishing a paint factory at Wilmington.

Winston—Wagon Factory.—W. P. Horner & Co., manufacturers of tobacco warehouse trucks, factory trucks, etc., will erect an addition, two stories, 35x70 feet.

#### SOUTH CAROLINA.

Barnwell—Knitting Mill.—The organization of a knitting-mill company is talked of. Mike Brown can give information.

Brunson—Cotton Ginney.—A company has been organized to erect a three 70-saw ginney outfit, double-box press, to operate in connection with round-bale compress. J. C. Preacher can be addressed.

Campobello—Oil Mill, etc.—The Campobello Oil Mills has been incorporated, with capital stock of \$15,000, by T. H. Reid, W. J. Gibson, A. J. Caldwell, J. M. Caldwell, N. Cannon and J. C. Farmer. The company will erect 20-ton cottonseed-oil mill, as recently stated, and operate a ginney. J. M. Caldwell, president, can be addressed.

Cheraw—Bridge.—The city proposes building an iron bridge across the Pee Dee river; contract will be let at once. Address H. W. Finlayson.

Cheraw—Land and Lumber Company.—The Chesterfield Land & Lumber Co. has been incorporated, with a capital stock of \$20,000, by J. M. Turner and C. E. Johnson of Raleigh, C. T. Omohundro of Sanford, N. C., and Ernest Williams of Lynchburg, Va.

Columbia—Cotton Mill.—The Columbia Mills Co. will complete its buildings and install the complement of machinery as originally planned; present equipment is 18,000 (ring) spindles, and this will be about doubled; Chas. K. Oliver, general manager.

Cross Anchor—Cotton-oil Mill and Ginney, etc.—The Cross Anchor Oil Mill (lately reported as incorporated) has completed its organization, with M. C. Poole, president and secretary, and L. H. Wilson, vice-president, manager and treasurer; brick mill has been purchased and most of the oil-mill and gin machinery.

Denmark—Flour Mill, Gins and Compress.—The Denmark Milling Co. has commenced the erection of its ginney, flour mill (seventy-five barrels) and compress (round-bale); power and building for flour mill is ready.

Denmark—Oil Mill.—The erection of a cottonseed-oil mill is talked of. S. G. Mayfield can probably give information.

Dillon—Knitting Mill.—Dr. J. P. Ewing (lately reported as establishing a knitting mill) has formed the Ewing Knitting Mills and purchased machinery for manufacturing hosiery; daily capacity 150 dozen pairs; fifteen knitters installed, about twenty-six operatives employed and \$4000 invested.

Fairfax—Ginney and Flour Mill.—J. F. Preacher will install ginney and flour mill (burr stones).\*

Florence—Steam Laundry.—C. D. Smith contemplates the establishment of a steam laundry.\*

Manning—Electric-light Plant and Water Works.—The city contemplates the erection of an electric-light plant and construction of water works. Address "The Mayor."\*

Manning—Cotton-oil Mill.—A company will be organized for the erection of a 20-ton cottonseed-oil mill. Names of interested parties will be announced later.

Spartanburg—Cotton Mill.—The Arkwright Mills (reported last week as enlarging) is increasing its capacity from 11,000 spindles and 350 looms to 22,000 spindles, with full loom service; machinery purchased.

Sumter—Oil Mill.—The Sumter Cotton Oil & Fertilizer Co. will increase its capital stock to \$100,000 and probably largely increase the capacity of its mill.

#### TENNESSEE.

Bristol—Flour Mill.—Jacob Kunutle will build, it is reported, a flour mill.

Bristol—Tobacco Factory.—The Reynolds Tobacco Co. (lately reported as having increased its capital stock to \$150,000) will erect additional buildings which will double its capacity and increase present number (300) of operatives.\*

Centerville—Iron Furnace.—The Standard Iron Co. is having the Goodrich furnace repaired relative to putting it in blast at an early date; 500 operatives will be employed; W. B. Comer, superintendent.

Chattanooga—Cotton-oil Mill.—The Muscogee Cotton Oil Co. has increased its capital stock to \$100,000 from \$50,000.

Chattanooga—Electric-power Plant.—Efforts are being made for the establishment of an electric-power plant. Address W. B. Swaney, president of the Chamber of Commerce.

Chattanooga—Scale Factory.—The Glenwood Land Co. (lately organized) will erect a large scale factory; L. K. Quinby (of Vermont) is president.

Chattanooga—Implement Works.—The Southern Queen Manufacturing Co. has reorganized and taken the name of the Chattanooga Implement & Manufacturing Co.; will increase its capital stock of \$25,000 and make improvements to its implement works, adding new machinery, etc.; D. T. Richards, secretary.

Chattanooga—Coal Mines, Ovens, etc.—C. E. James, D. U. Crocker, David Giles and Eugene E. Thomasson will buy 3000 acres of coal lands on Lookout mountain for \$80,000. It is the intention to open mines, con-



struct several hundred coke ovens, operate incline, etc., expending in the work of development from \$200,000 to \$250,000.

Conkling—Slate Deposits.—S. C. Blair may possibly develop slate deposits.

Dresden—Telephone Company.—Chartered: The Weakley County Telephone Co.; capital stock \$10,000.

Ducktown.—Messrs. Lewisohn Bros. of 81 Fulton street, New York city (recently noted as having purchased the copper-mining properties and lands of the Pittsburgh & Tennessee Copper Co.), have organized, since then, the Tennessee Copper Co. for the thorough development of the mines, etc., purchased. Messrs. Fred Lewisohn and J. Parke Channing (both interested in the new company) visited the property last week to inspect it, and it is reported that they have decided to expend \$1,500,000 in improvements, such as installing new mining equipment, erecting smelters, office and residence buildings, etc.

Elizabethtown—Flour Mill.—Dr. E. E. Hunter and J. M. Lacy have let contract for the erection of their 50-barrel mill previously reported as to be established.

Erwin—Flour Mill.—S. A. Way and associates will remodel buhr mill to the roller process. Address S. A. Way at Garber's Mill, Tenn.

Jeraldstown—Flour Mill.—W. C. Allen will erect, it is stated, a flour mill.

Locust Mountain—Flour Mill.—Alkin Squibb of Conkling, Tenn., has bought mill at Locust Mountain and may put in the roller process.

Locust Springs—Flour Mill.—James Snow is reported as to erect a flour mill.

Luke—Flour Mill.—J. C. Osborne is reported to erect a flour mill.

Memphis—Ice Factory, etc.—The Memphis Ice Co. has been incorporated, capital stock \$30,000, to manufacture and deal in ice, etc.; incorporators, Frank O. Rettig, Edw. A. Harrington, S. J. Shepherd, W. M. Pennington and John C. Myers.

Memphis—Ice Factory.—The Memphis Ice Co., just incorporated, will operate the factory erected lately by Geo. B. Whiteside and Frank O. Rettig.

Monteagle—Glass Factory.—J. L. Gilton and J. S. Busby of Winchester, W. H. Crawford, Dr. J. B. Davis and B. B. Collier of Nashville, L. Strickel of Albany, Ind., and D. W. Slomiker of Munsey, Ind., have formed the Tennessee Glass Co., with a capital stock of \$50,000, to establish a glass factory.

Nashville—Telephone System.—Chartered: The Whitesburg & Romeo Telephone Co., with a capital stock of \$900.

Nashville—Boiler Works.—The Standard Heating & Boiler Co. (reported last week as incorporated) will establish works for the manufacture of Cooke's improved combination steel boilers for house heating and power plants; H. T. Sinnott, president; M. A. Cooke, general manager, and H. M. Sinnott, secretary-treasurer. Address president at 227 S. Cherry street.

Nashville—Soda Works.—The Southern Soda Works Co. (which was organized recently to succeed Southern Soda Works) has capital stock of \$600,000. The company is overhauling and improving the plant and putting in new machinery and intends later on to erect a five-story brick factory building; W. J. Cummins, general manager.

Pikeville—Flour Mill.—R. L. Hemblee will erect a 35 or 40-barrel flour mill; contract not awarded.

Somerset—Corn Mill.—The Somerset Mill Co. will put in corn sheller and mill for fine and coarse meal.

Sparta—Electric-light Plant.—Erly Martin of Tullahoma, Tenn., writes regarding the report that he intended erecting electric-light plant in Sparta; the matter was merely being investigated, nothing definite being decided.

Sparta—Electric-light Plant.—E. Martin of Tullahoma, Tenn., and some Sparta parties contemplate the erection of the proposed electric-light plant in Sparta.

Sweetwater—Flour Mill.—A company has been formed, with James May, president, to build a flour mill.

#### TEXAS.

Dallas—Packing Company.—Chartered: The Max Hahn Packing Co. has been incorporated, with a capital stock of \$50,000, to construct and maintain establishments for slaughtering, refrigerating, canning and curing meat; incorporators, Max Hahn, R. K. Gaston and G. G. Wright.

Davenport—Mercantile.—Incorporated: The Davenport Trading Co.; capital stock \$25,000.

Edna—Telephone System.—J. A. Williams, representing the Southwestern Telegraph & Telephone Co. of Austin, is investigating with a view of establishing a telephone line from Edna to Wharton.

El Paso—Electric-light Plant.—A. Kraukauer and others, lately reported as to erect an electric-light plant, have (with W. S. McCutcheon, E. Kohlberg and J. J. Taylor) incorporated the International Light & Power Co. for the establishment of the plant.

Farmersville—Electric-light Plant, etc.—A company, with capital stock of \$15,000, has been formed to establish electric-light plant and mills.

Gainesville—Educational.—Chartered: Gainesville Business College Co., capital stock \$1000, by H. A. Ivey, Lissa M. Morris and M. F. Dunn.

Galveston.—The Galveston Beach Improvement Co., capital \$5000, will be incorporated by B. Adone, John Reymerschoffer, E. S. Levy, Charles Fowler, I. Ikelheimer, Ed McCarthy and Julius Runge.

Hillsboro—Flour Mill and Elevator.—A 75-barrel flour mill will be erected, and there is talk of establishing a grain elevator in connection with it; names of interested parties to be announced later.

Midlothian—Oil Mill.—The Midlothian Cotton Oil Co. has been organized, with capital stock of \$50,000, to erect cottonseed-oil mill and cotton gins.

Olive—Canning Factory.—The Olive Canning Factory (lately reported as incorporated) will have a capacity of 6000 cans per day; F. W. Sternberger, secretary-treasurer.

Port Arthur—Trading Company.—The International Trading Co. has been incorporated to establish and operate a line of steamships between Port Arthur and European ports by Edouard Wagner of Berlin, Germany, and Jacques T. Nolthenius of Kansas City, Mo. The Kansas City, Pittsburg & Gulf Railroad Co. is also interested in the enterprise; capital stock \$100,000.

Taylor—Cotton Mill.—The erection of a cotton mill is talked of. The Board of Trade can give information.

Terrell—Brick Works.—The Terrell Pressed Brick Co. has been incorporated, with a capital stock of \$200,000, for the manufacture of brick and tile, by T. W. Bailey, A. H. Ables, Walter P. Allen and others.

#### VIRGINIA.

Danville—Suspender Factory.—The Athletic Suspender Co. has been formed by W. D. Overby and others for the establishment of a suspender factory.

Dublin—Flour Mill.—J. E. Caldwell will improve his mill, putting in new bolters, etc. Jarratts—Saw Mill, etc.—R. D. Tench is erecting a large saw mill; has purchased extensive tract of timber for cutting.

Manchester—Chair Factory.—E. J. Andrews has contract for erection of factory building, two stories, 50x100 feet, of framework covered with corrugated iron, for the Eureka Chair Co.

Newport News—Whisky Company.—Incorporated: The Warwick Whisky Co., capital \$10,000, by H. G. Williams, R. Y. Garrett, Baltimore, Md.; H. W. Pitman, F. C. Lenz, N. D. Pitman, all of Newport News.

Newport News—Steam Laundry.—Incorporated: The Newport News Steam Laundry, capital \$5000, by M. M. Caldwell, Wytheville; J. H. Patton, Hampton, and C. M. Caldwell, Newport News.

Norfolk—Brick and Tile Works.—A company has been organized, with a capital stock of not less than \$25,000, for the manufacture of brick and tile near Brambleton; C. B. Oldfield, general manager and superintendent.

Norfolk—Medicine Factory.—The Quaratol Co. has been incorporated for the manufacture of medicines, with E. M. Henry, president; T. B. Knight, vice-president; S. W. Bowman, secretary and treasurer; capital stock \$5000.

Norfolk—Timber Lands.—The Franklin Land & Lumber Co. (lately reported as incorporated) has purchased 5000 acres of timber land in Norfolk county and proposes to cut the timber at once; after the timber is off the land will be ditched and cleared for cultivation. It is not the intention of the company to own and operate mills; O. D. Jackson, vice-president.

Norfolk—Copper Smelter.—W. E. C. Eustis of Boston, Mass., is erecting at West Norfolk the copper smelter referred to lately. The smelter will be operated in connection with the Holloway mine at Virgilina, Va., and may or may not be used by other producers in the State.

Richmond—Tobacco Company.—Incorporated: The United States Tobacco Co., capital \$300,000, by H. Campbell, C. B. Scott, F. W. Scott, C. S. Stringfellow, Jr., and T. N. Strother.

Richmond—Baking-powder Factory.—The Southern Manufacturing Co. is installing a building with additional machinery preparatory to removing its plant; the capacity will be considerably enlarged.

Richmond—Tobacco Company.—The United States Tobacco Co. has been organized to conduct a general tobacco business, with Hugh Campbell, president, and Thomas B. Scott, secretary-treasurer; capital stock to be not less than \$125,000 nor more than \$300,000.

Rural Retreat—Telephone System.—Incorporated: The Rural Retreat Telephone Co., capital \$5000, by J. M. Phipps, C. W. Davis, E. M. Davis, J. W. Elbert and C. C. Catron, to conduct a general telephone business.

Tazewell—Coal Lands.—W. M. Ritter of Welch, W. Va., has purchased for \$150,000, and will develop, 12,000 acres of coal land near Tazewell, Va.

West Point—Woodenware Factory.—Effenger & Ramsey (of Baltimore, Md.) have purchased the woodenware factory at West Point of Mr. Reams and will enlarge and operate it.

Wytheville—Iron Foundry.—J. Sidney Lawson and John B. Hurt have purchased the Wytheville Foundry & Machine Co.'s property; will remodel and operate it.

#### WEST VIRGINIA.

Charleston—Paving, Sewers, etc.—The city contemplates the issuance of \$60,000 bonds for purposes of paving, sewers, etc. Address "The Mayor."

Charleston—Copper Company.—Incorporated: The Morenci Copper Co. of Charleston, by G. O. Chilton and E. E. Gunter of Charleston, M. B. Nullins, S. L. Welch and C. A. Cobb of Logan C. H., W. Va.

Elmgrove—Improvements.—The city will issue bonds for \$4000 for street improvements, etc. Address "The Mayor."

Nicollette—Lumber Company.—Incorporated: The Nicollette Lumber Co., by C. W. Podaker and F. A. Coleman of Sheffield, Pa.; F. F. Nicolla of Pittsburg, Pa.; Ecker and Nina Marhuls of Parkersburg, W. Va.

Parkersburg—Publishing.—Incorporated: Daily News Publishing Co., with a capital of \$20,000, by F. Kent Loomis, Charles D. Heaton, W. W. Jackson, V. B. Archer and H. J. Cook.

Raymond City—Coal Mines.—The Marmet-Smith Co. is negotiating for 2500 acres of coal lands near its present mines. New tips will be erected and other machinery will be installed.

Sistersville—Oil Wells.—The Wild Cat Oil Co. has been incorporated by W. A. Wright, J. N. Gold, A. C. Jamison, C. W. Grier and others; capital stock \$10,000.

Wheeling—Light and Power Plant.—Joseph Clements, Charles Rosser, John T. Flynn, Thomas E. Shelly of Belmont, Ohio, and S. F. Gerrick of Wheeling have incorporated the Belmont Light & Power Co.

Wheeling—Telephone System.—The National Telephone Co. has applied to the city council for a telephone franchise. The company has a capital stock of \$150,000, and its members are Messrs. E. L. Ward, J. B. H. Jefferson, Hiram M. Buck and others of Baltimore, Md. Address E. L. Ward, Baltimore.

#### BURNED.

Florence, S. C.—Robt. J. Muldrow's saw mill, grist mill, ginnery, etc.

Jackson, Miss.—Banner Gin Co.'s gin and Jackson Steam Laundry Co.'s plant; loss \$6000 and \$2500, respectively.

Norfolk, Va.—The West Norfolk barrel factory of the Tilghman Lumber Co.; estimated loss \$25,000.

Paradise, Texas.—A. J. Jones' cotton gin.

Richmond, Va.—The plant of the Watt P'ow Co., No. 1518 East Franklin street; estimated loss \$12,000.

Sparks, Ga.—Sellers, Bullard & Co.'s turpentine stills; loss \$2000.

Washington, Tenn.—E. Waterhouse's mill; loss \$4000.

Washington, Tenn.—The Waterhouse Saw and Grist Mill; estimated loss \$3000.

#### BUILDING NOTES.

Anniston, Ala.—Store Building.—W. H. Cooper will erect one-story brick store building 25x75 feet.

Atlanta, Ga.—Depot.—The Macon, Dublin & Savannah Railroad Co. will erect a depot at Atlanta. Address J. T. Wright, general manager, Macon, Ga.

Atlanta, Ga.—Office Building.—George S. Lowndes is erecting a \$20,000 seven-story addition to his present office building.

Baltimore, Md.—Church.—The contract for rebuilding the Protestant Episcopal Church of the Holy Evangelist will be awarded on June 6, to cost \$9000. Address "The Pastor."

Baltimore, Md.—Hotel.—The property Nos. 744 and 746 North Eutaw street has been leased by Baltimore capitalists and is to be converted into a hotel; G. Howard Alban will be manager.

Baltimore, Md.—Church.—The secular order of the Catholic Church at Mount Washington, Baltimore county, has awarded to Thomas M. Lloyd of Annapolis the contract to erect a building on Grassy Island, Severn river, to cost \$18,000. Address Father T. M. Conley, Mount Washington, Md.

Baltimore, Md.—Office Building.—Townsend, Scott & Co., 15 North street, will erect a three-story and basement office building on \$9000 lot just purchased.

Baltimore, Md.—Office Building.—The Guardian Trust & Deposit Co. has decided upon plans for its proposed office building; structure will be eight stories high, 128x48 feet, of fireproof construction and costing \$250,000. Baldwin & Pennington will prepare the plans.

Baltimore, Md.—Apartment-house.—Ellas Blackshere will build an apartment-house 44x154 feet, to cost \$100,000.

Brunswick, Ga.—Opera-house.—A company has been formed to build a \$16,000 opera-house; E. D. Wolfe, manager.

Carthage, Mo.—Store Building.—Charles Higdon will erect a store building.

Centerville, Md.—School.—The city will erect a \$15,000 school building. Address "The Mayor."

Chattanooga, Tenn.—Residence.—David Giles will erect a \$10,000 residence.

Chattanooga, Tenn.—Bldg. will be received until June 6 by Hodgson & Collignon, architects, Birmingham, Ala., for a five-story and basement brick, stone and steel structure to be erected by Messrs. Rich & Biederman on Second avenue in Chattanooga.

Cleveland, Tenn.—Bank Building.—Adams & Bearden are drawing plans for remodeling and rebuilding the Cleveland National Bank building; contract will be awarded in few days.

Columbus, Ga.—Col. George W. Woodruff will erect a new store building to replace one recently burned.

Cookeville, Tenn.—Courthouse.—Putnam county will rebuild its burned courthouse at a cost of \$12,000. Address county clerk.

Cookeville, Tenn.—Courthouse.—Putnam county will erect a \$20,000 courthouse. Address Judge J. W. Puckett.

Corning, Ark.—Courthouse.—Patrick Powers of Little Rock has received contract for the erection of the \$20,000 courthouse at Corning.

El Dorado, Ark.—Courthouse.—Charles L. Thompson of Little Rock is preparing plans for the new \$25,000 courthouse for Union county.

Elizabethtown, Ky.—Church.—Charles D. Meyer of Louisville has been awarded contract for building a new Methodist church at Elizabethtown to cost \$15,000.

Forest, Miss.—Courthouse.—Contract for erection of proposed courthouse has been awarded to John W. Hood & Co. of Montgomery, Ala., at \$13,500.

Fort Worth, Texas—Depot.—The Fort Worth Union Depot Co. has permit to erect two-story stone and brick passenger depot to cost \$36,000.

Greenville, Miss.—Opera-house.—R. H. Lake will adorn and improve his opera-house.

Greenville, Miss.—Opera-house.—A \$5000 company will be organized to erect opera-house; bonds for \$10,000 will be issued. Address Harry Marsh or J. V. Bell.

Houston, Texas—Business Block.—The Planters and Mechanics' National Bank, O. C. Drew, cashier, and J. W. Jones contemplate the erection of a five-story fireproof business block on Main street to replace one recently burned.

Jacksonville, Fla.—Church.—First Presbyterian Church has adopted plans of Golucke & Stewart of Atlanta, Ga., for proposed \$20,000 brick and stone structure.

Jasper, Ala.—School.—The city will erect a \$10,000 school building. Address "The Mayor."

Joplin, Mo.—Church.—The Presbyterian



congregation has adopted plans for a new \$20,000 church. Address "The Pastor."

Kansas City, Mo.—Schools.—The city will vote on issuance of \$400,000 of bonds for erection of school buildings.

Kansas City, Mo.—Power-house.—The Leavenworth Construction Co. will let contract for erection of 74x114-foot power-house.

Kansas City, Mo.—Home Building.—Plans have been completed for 128x63-foot building, with central wing 57x42 feet, to cost \$30,000. Address secretary Children's Home.

Knoxville, Tenn.—Tabernacle.—People's Tabernacle has had plans prepared by L. C. Waters for a building 65x145 feet, to be of corrugated iron on brick foundation, front of imitation brownstone, asphalt roof, furnace heat, seating capacity 2000 and cost \$4000. Address Rev. Mr. Bateman.

Macon, Ga.—Business Building.—H. J. Lamar will erect a six-story building (for drug firm) with all modern improvements.

Manchester, Va.—Church.—E. J. Andrews, No. 9 Third street, has contract for erecting Oakgrove Baptist Church; frame, 38x60 feet, with slate roof, of Gothic design.

New Orleans, La.—Clubhouse.—Southern Yacht Club has ordered Burton & Fraenkel to prepare plans and specifications for clubhouse.

Paris, Ark.—The Arkansas Central Railway will build a depot; O. L. Miles, manager, Fort Smith, Ark.

Paris, Ark.—Depot.—Col. O. L. Miles, general manager of Arkansas Central Railway, will contract for erection of depot at Paris.

Piggott, Ark.—Courthouse.—Patrick Powers of Little Rock has received contract for the erection of the \$20,000 courthouse at Piggott.

Portsmouth, Va.—Hotel.—L. R. Watts and associates have purchased Hotel Portsmouth and will expend \$45,000 in additions and improvements.

Prescott, Ark.—Business Block.—Chas. L. Thompson of Little Rock is preparing plans for a business block at Prescott for the Prescott Hardware Co.

Richmond, Va.—Depot.—The Southern Railway Co. will erect a brick, iron and stone depot which will cost, together with other improvements, \$65,000. Address Frank S. Gannon, general manager, Washington, D. C.

Staunton, Va.—Hotel.—Incorporated: The Eakleton Hotel Co., capital \$60,000, by W. E. Harris, Charlottesville; C. L. Probst, H. B. Sproul, J. P. Schreckhise and R. N. Greathead.

Timmons, S. C.—Warehouse.—John McSweeney, C. A. Smith and J. A. Call have incorporated the Banner Warehouse Co., with a capital stock of \$5000, to erect and operate a tobacco warehouse.

Waco, Texas.—Auditorium.—Contract has been awarded to Thompson & Swinson at \$17,640 for erection of auditorium.

Washington, D. C.—Church.—Gay Street Baptist Church is ready to contract for new edifice costing \$20,000 to \$30,000; F. H. Jackson, architect, 1419 G street N. W.; Rev. W. O. Thomas, pastor.

Washington, D. C.—Home Building.—Sealed proposals will be received until June 3 for: First, remodel present "King Building" and erect two wings thereto, 50-foot front, three stories high, brick; second, erect extension to boiler-house, about fifty feet east, one story in height, brick; third, remodel present heating and ventilating apparatus King Building and furnish all labor and material necessary to a complete new system throughout present building and new wings; fourth, furnish and place in position one new boiler five feet six inches diameter, eighteen feet in length, and change position of present No. 6 boiler. Certified check to amount of 2 per cent. of bid must be deposited. All work to be completed by November 1. Plans and specifications can be seen and examined at office of treasurer, or secured from Jos. C. Johnson & Co., No. 515 Eleventh street N. W. Chas. W. Taylor, captain, Ninth United States Cavalry, secretary and treasurer.

Washington, D. C.—Buildings.—Permits have been issued to the following: W. W. Stewart, five-story brick store and office building, 35x35 feet, press-brick front, steam heat, etc., cost \$21,000. A. D. Hazen, two-story brick and stone dwelling, Hummelstown brownstone and press-brick front, hot-water heat, cost \$4500. George S. Cooper, three-story brick and stone dwelling, hot-water heat, cost \$8500. S. M. Jones, four-story brick and stone dwelling, 30x88 feet, brick and Indiana limestone front, mansard roof, covered with slate and tin, hot-water heat, cost \$25,000. John O. Johnson, four-

story brick and stone apartment-house, 79x17 feet, brick and stone front, flat tin roof, steam heat, cost \$15,000. James Williamson, two two-story brick dwellings, flat tin roof, furnace heat, cost \$4500. Mary C. Peterson, six three-story dwellings, press-brick and galvanized-iron fronts, flat tin roof, furnace heat, cost \$21,000. George H. Cooper, four-story apartment-house, brick and Indiana limestone, flat tin roof, hot-water heat, cost \$18,000. D. A. Sanford, four-story apartment-house, brick and stone, flat tin roof, hot-water heat, cost \$25,000. John W. Gregg, seven brick dwellings, two stories, press-brick fronts, flat roofs, covered with slate and tin, furnace and hot-water heat, cost \$21,000. J. J. Darlington, brick, wood and stone dwelling, four stories, pitch and tin roof, steam heat, cost \$10,000. E. K. Fox, two-story brick dwelling, press-brick and Indiana limestone front, mansard roof, covered with slate and tin, hot-water heat, cost \$10,000.

## RAILROAD CONSTRUCTION.

### Railways.

Ablene, Texas.—It is reported that the Colorado, Texas & Mexican Railroad will probably construct the system between Abilene and Coleman, Texas, a distance of about sixty miles, first. This is the line which is being promoted by Morris R. Locke and others.

Anderson, Texas.—The Texas Northern Railroad Co. has let a contract to F. B. Johnston, president of the company, to grade its line from Anderson to Stoneham, a distance of twelve miles. It is calculated to begin tracklaying as soon as a portion of the road is graded.

Atlanta, Ga.—Officers of the Atlanta, Knoxville & Northern Railroad Co. are enlisting the aid of the Atlanta Business League in the proposed extension of its line from Marietta, Ga., its present terminus, to Atlanta, a distance of twenty miles. E. C. Spalding of Atlanta is vice-president of the company.

Baltimore, Md.—The Baltimore & Potomac branch of the Pennsylvania Railroad is being improved by the construction of iron overhead bridges in place of wooden ones now on the line; several switch towers are also being remodeled. W. H. Brown of Philadelphia is chief engineer of the company.

Bay City, Texas.—Grading on the Austin & Colorado Valley Railroad has begun on the section between Wharton, Texas, and Bay City. John Andrewartha is chief engineer of the company. The people of Matagorda county have made an agreement to give the company a bonus of \$75,000 in real estate to insure the construction of the line.

Bluffton, Ga.—The business men of Bluffton have pledged themselves to donate \$6000 toward the construction of the railroad from Bluffton to Arlington, Ga., a distance of about ten miles. J. G. Boyd at Bluffton is one of the principal promoters of the enterprise.

Charleston, S. C.—It is stated that the Southern Railway Co. has determined to considerably improve the section of its line between Columbia and Charleston and will relay a portion of the roadbed with heavier rails. Frank S. Gannon, at Washington, is vice-president.

Chattanooga, Tenn.—The Nashville, Chattanooga & St. Louis Railroad Co. is considering the idea of shortening its route between Chattanooga and Atlanta by building a cut-off between Ringgold and Cravens Station; the work would cost about \$100,000. J. W. Thomas, at Nashville, is president of the company.

Clarksburg, W. Va.—It is announced that Messrs. Gooch, Rinehart & Dennis of Staunton, W. Va., have secured a contract for grading and mason work on the West Virginia Short Line Railroad, to be built between Clarksburg and New Martinsville, W. Va., a distance of about forty-five miles. It is calculated that the contract involves about \$1,250,000. Three tunnels are included in the road. Patrick Bennett of Clarksburg is one of the principal promoters of the enterprise.

Clarksville, Tenn.—The plan to build a railroad from Clarksville to New Providence has reached a point where stock subscriptions are being received. John C. Shelton is one of the principal promoters.

Clifton Forge, Va.—Surveys are being made for a line which it is reported will extend from Clifton Forge to a point on the Chesapeake & Ohio system in West Virginia. It is stated that it is intended to form a new link in a line from Pittsburg to Florida.

Columbia, S. C.—The latest report con-

cerning the extension of the Southern Railway from Columbia to Savannah is to the effect that contracts are to be let immediately from a point opposite Columbia to Perry's Station in Aiken county. It is announced that contracts will be let later for an extension from Allendale to Savannah, Ga. W. H. Wells, chief engineer, is located at Washington, D. C.

Columbia, S. C.—The Manufacturers' Record is officially informed that contracts are to be let immediately for the extension of the Southern Railway from Cayce's Station, in the suburbs of Columbia, to a connection with the Carolina Midland division of the Southern at Perry, S. C. The extension will be thirty-two miles long, and form a portion of the new line of the Southern between Columbia and Savannah. W. H. Wells at Washington, D. C., is chief engineer of the company.

Cumberland, Md.—It is stated that C. O. Weand, a railroad contractor of Reading, Pa., has secured a portion of the work on the line of the electric railroad between Cumberland and Frostburg. Isaac A. Walker & Sons of Philadelphia, Pa., are the general contractors.

Dahlgone, Ga.—J. W. Adams, president of the Dahlgone Gold Mining Co., writes the Manufacturers' Record that negotiations are under way for the construction of the proposed railroad from Dahlgone to Gainesville or some other point on the Southern system. No decision has been reached as yet. Mr. Adams may be addressed at Chattanooga, Tenn.

Dallas, Texas.—It is now reported that work on the Dallas & Fort Worth Railroad will begin in the near future, and that the necessary financial arrangements have been made. The road is being promoted by Hon. W. C. Connor of Dallas, and will be thirty miles long.

Denison, Texas.—It is reported that the Texas & Pacific Railway Co. has revived the question of extending its line from Denison to the coal fields in the vicinity of McAlester, I. T. L. S. Thorne, at Dallas, Texas, is vice-president of the company.

Denton, Texas.—The business men of Denton are agitating the construction of another railroad to connect this town with the Gulf, Colorado & Santa Fe Railroad. O. P. Poe, mayor of the city, is taking a special interest in the matter.

Eureka Springs, Ark.—A correspondent of the Manufacturers' Record writes that Powell Clayton, also R. C. Kerens, of St. Louis, Mo., are interested in the St. Louis & North Arkansas Railroad, being promoted from Eureka Springs to Harrison, also Bald Knob. The estimated length of this road is 220 miles. The company has filed an application for a charter in Arkansas and is capitalized at \$1,250,000.

Fredericksburg, Va.—It is stated that New York capitalists have become interested in the proposed extension of the Potomac, Fredericksburg & Piedmont Railroad from Orange to Madison, Va. This line is a narrow-gauge road, and the extension will be twelve miles in length. L. H. Richards is president of the company at Fredericksburg.

Galveston, Texas.—A report is current that the Gulf & Interstate Railroad will be extended by its new owners to Alexandria, La., where it will connect with a railroad line giving a combination with the Illinois Central section at Natchez, Miss. J. C. Osgood represents the new owners of the Gulf & Interstate Railroad.

Georgiana, Ala.—R. M. Quigley & Co., general contractors for the Louisville & Nashville Railroad in Alabama and Florida, are advertising to let sub-contracts for grading work.

Harriman, Tenn.—It is reported that a New York company is interested in the Tennessee Valley Railroad Co., recently incorporated in Tennessee. It is understood that it is to extend from Harriman through Roane and adjacent counties to Murphy, N. C.

Hot Springs, Ark.—James Perry of Dardanelle, Ark., is interested in a plan to build a railroad between Hot Springs and Dardanelle, a distance of about forty miles; surveys are now in progress.

Hot Springs, Va.—It is stated that engineers are making surveys for another railroad from Hot Springs into the mineral and timber lands in West Virginia.

Junction City, Ark.—It is reported that sixteen miles of the Arkansas Southern Railroad have been completed between Junction City and Ruston, La., a distance of forty miles. C. C. Henderson, at Junction City, is manager of the company.

Kansas City, Mo.—Willard E. Winner, one of the promoters of the electric line between

Kansas City and Leavenworth, Kans., informs the Manufacturers' Record that material has been purchased and that contracts are about to be let for the power-house. It will be twenty-five miles in length.

Lexington, Ky.—The plan to extend the Lexington & Eastern Railroad to the coal fields on Caney creek in Eastern Kentucky has been revived, and it is reported that surveys are again to be made. R. M. Broas, one of the promoters, is located temporarily at Lexington. The extension will be twenty-six miles long.

Little Rock, Ark.—The Choctaw & Memphis Railway Co. announces that this road will be completed from a connection with the Choctaw, Oklahoma & Memphis to a point 112 miles west of Little Rock by June 15. Henry Wood at Little Rock is general manager of the company.

Little Rock, Ark.—It is reported that Northern parties have become interested in the Arkansas Midland Railroad, and will complete it to the city, a distance of twenty miles. A. H. Johnson at Helena, Ark., is president of the company.

Little Rock, Ark.—It is reported that the business men have pledged the \$30,000 which insures the extension of the Little Rock & Hot Springs Railroad, being promoted by S. W. Fordyce of St. Louis and others to Little Rock. The extension will be from Benton, and will be twenty-five miles long.

Louisville, Ga.—The business men of Augusta, also Louisville, are agitating a railroad from Wren's Station to Louisville, a distance of twenty miles. It will be a feeder of the Southern system if constructed.

Macon, Ga.—A rumor is current to the effect that the Southern Railroad is considering an extension from Macon to Tennille, where it will connect with the Georgia Southern Railroad, which it has recently acquired in addition to the South Carolina & Georgia. The proposed extension will be about fifty miles. Frank S. Gannon, at Washington, D. C., is vice-president of the company.

Madisonville, Tenn.—A report is current that parties who proposed purchasing the property of the Tellico Mining Co. intend constructing a railroad through the property to connect with the Cincinnati Southern or some other road now in operation.

Mexico, Mo.—The St. Louis, Iowa & Northern Railroad Co. has decided to issue \$3,000,000 in bonds to finance this project. The road is to be built from Eldon, Iowa, to a point in Missouri. Among those interested are William M. Mitchell of St. Louis and J. E. Houghland of Eldon, Iowa.

Mobile, Ala.—It is stated that the necessary financial arrangements have been made to complete the Mobile, Jackson & Mississippi Railroad from its present terminus to Jackson, Miss. F. B. Merrill, it is understood, has completed the negotiations. Mr. Merrill is president of the company.

New Orleans, La.—Officers of the St. Louis, Memphis & New Orleans Railroad are making an examination of the proposed route. Reid Northrup of St. Louis is president of the company.

Parsons, W. Va.—J. V. Patton of Pittsburg has recently been examining the route of the proposed railroad along the Cheat river and it is understood is back of the survey which is now being made. J. J. Janeway of Greensburg, Pa., is the engineer in charge.

Pine Bluff, Ark.—Surveys are now being made for the railroad which the Sawyer & Austin Lumber Co. of La Crosse, Wis., is promoting from Pine Bluff to Sheridan. The distance is twenty-five miles.

Sistersville, W. Va.—John A. Howard of Wheeling, W. Va., one of the promoters of the electric railroad between Sistersville and Middlebourne, informs the Manufacturers' Record that right of way is now being secured and a company will probably be organized in a few weeks. The road will be about twelve miles in length.

Statesboro, Ga.—The Savannah & Statesboro Railroad Co. has completed its extension to Statesboro, and trains are now in operation. W. F. Wright is general manager of the company.

Staunton, Va.—It is reported that \$40,000 has been subscribed to the stock of the company which proposes building a railroad from Staunton to Middlebrook, a distance of eleven miles. J. Frank Clemmer is one of the promoters.

St. Louis, Mo.—Harry E. Wagoner and Aikman Welch are promoting an electric road from Jefferson Barracks, in the suburbs, to what is known as Chain of Rocks. The road will be about twenty-five miles



long and extend through St. Louis county if built.

Swanton, Md.—It is announced that a narrow-gauge railroad will probably be constructed from Swanton to a tract of timber land about twelve miles distant. The road will be a feeder of the Baltimore & Ohio if built.

Waco, Texas.—R. P. Duncan, general manager of the Waco & Sabine Pass Railroad, who has recently been in New York, makes the announcement that bonds have been sold which will insure the construction of its line, which will be 225 miles long. S. R. Smith of Huntsville, Texas, is one of the promoters of the enterprise.

Waco, Texas.—It is announced that the Texas Central Railroad Co. has let contract for grading from Albany to Stamford, on its southern extension, to Messrs. Ricker, Lee & Co. of Galveston. The present extension will be forty miles long.

#### Street Railways.

Athens, Ga.—It is stated that the Athens Street Railway Co. will build a short branch to be operated by trolley motors to a point in the suburbs. W. S. Holman is president, at Athens.

Corsicana, Texas.—It is stated that Hon. Green B. Raum is president of the company which proposes building a street railway in Corsicana. M. M. Bright, the local promoter, states that work is to begin within the next thirty days.

Galveston, Texas.—Receiver R. B. Baer of the Galveston City Railroad Co. has been authorized to purchase five miles of 60-pound steel rails for this line. It is understood that the rails will be laid upon the road as soon as purchased.

Greenville, S. C.—James H. Dawes of Philadelphia has become interested in a plan to build an electric railroad and possibly an electric-light plant in Greenville.

Huntsville, Ala.—It is understood that the Dupont syndicate is promoting the proposed street railroad line in the city and suburbs. Among those interested are T. W. Pratt and N. F. Thompson.

Macon, Ga.—Hon. A. O. Bacon has secured a franchise from the city council to construct the electric railroad which he is promoting in the suburbs.

Montgomery, Ala.—R. M. Alexander and J. P. Moses are interested in the Montgomery Northern Railway Co., formed to build an electric line in the city and suburbs, with \$100,000 capital.

Wheeling, W. Va.—It is stated that the People's Railway Co. has determined to build its electric system if a franchise is granted, from Wheeling to several towns in the vicinity.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Lift.—Collins County Mill & Elevator Co., J. Perry Burrus, manager, McKinney, Texas, wants an air lift for pumping water.

Belting, etc.—Coleman Manufacturing Co., Concord, N. C., wants prices on shafting and belting.

Boiler.—See "Tobacco Machinery."

Boiler.—See "Building Note" under Washington, D. C., referring to Soldiers' Home.

Boiler and Engine.—See "Cotton Ginnery."

Boiler and Engine.—Hargrove Cotton Mill Co., Shreveport, La., will want 400 horse-power steam plant.

Boiler and Engine.—High Point Furniture Co., High Point, N. C., is in the market for a 125-horse-power boiler and 100-horse-power engine.

Boiler and Engine.—W. E. Small, Corinth, Miss., is in the market for a 50 to 60-horse-power engine and boiler; new or second-hand in good condition.

Boiler and Engine.—Tuna Glass Co., Bradford, Pa., will purchase boiler and engine.

Boiler and Engine.—See "Oil Mill."

Boiler and Engine.—See "Woodworking Machinery."

Boilers.—See "Oil-mill Machinery."

Bridge.—Plans, specifications and estimates for a new steel bridge, 105 feet long and twenty feet wide, will be received until June 5, with and without a draw in it, over Cape Island creek, at Schillingers Landing. For any information address H. S. Rutherford, Box 863, Cape May City, N. J.

Broom Machinery.—Colvert & Galtier, Statesville, N. C., want information regarding broom manufacture, prices on machinery, etc.

Canning Machinery.—Tom P. Flanagan, Auburn, Ala., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—Olive Canning Factory, F. W. Sternberger, secretary-treasurer, Olive, Texas, will need canning machinery, cans, etc.

Car Puller.—See "Spikes, etc."

Castor-bean Huller.—See "Huller."

Cement-works Machinery.—Jola Portland Cement Co., John T. Holmes, Detroit, Mich., will buy about \$600,000 worth of machinery, including steam plant, etc.

Cordage Machinery.—See "Rope Machinery."

Corn Mill.—Somerset Mill Co., Somerset, Tenn., will buy corn sheller and mill for fine and coarse meal.

Corn Mill.—Jackson County Mills, Scottsboro, Ala., wants to buy three-roller corn mill.

Cotton Ginnery.—J. F. Preacher, Fairfax, S. C., is in the market for system ginnery, three 70-saw, and 30-horse-power engine, 40-horse-power boiler and 36-inch under-runner mill, French burr stones; mill and power in second-hand will do.

Cotton Mill.—A. L. James and associates, Laurinburg, N. C., will contract for 5000-spindle mill complete, steam-power, etc.

Cotton-mill Machinery.—Smith Webbing Co., Pawtucket, R. I., will buy forty looms.

Cotton-mill Machinery.—Daniel Manufacturing Co., Edgar Love, secretary-treasurer, Lincolnton, N. C., will buy complete equipment for 5000-spindle combed-yarn mill.

Cotton-mill Machinery.—See "Rope Machinery."

Electric-light Plant.—Ira J. Davis, Marion, Ala., wants estimates on small electric-light plant.

Electric-light Plant.—The city of Manning, S. C., wants to correspond with parties relative to the erection of an electric-light plant. Address "The Mayor."

Excelsior Machinery.—Frauenthal & Schwarz, Conway, Ark., want to buy machinery for manufacturing and preparing excelsior for market; full information is solicited.

Feed-water heater.—See "Steam Specialties."

Filtering Plant.—Bids will be opened July 15 for the construction of a filtering plant of 1,500,000 gallons capacity, bidder to furnish plans and specifications. Bids for increasing reservoir capacity by 1,000,000 gallons at the water works will also be received. Bond will be required, etc. Address C. E. McLin, chairman of water-works committee, Rome, Ga. (See advertisement in Manufacturers' Record June 2).

Flour Mill.—R. L. Hamblee, Pikeville, Tenn., will contract for 35 or 40-barrel flour mill.

Flour Mill.—E. Y. Pool & Co., Gracey, Ky., will receive estimates on 40-barrel mill, with full information regarding processes.

Flour Mill.—Joseph Griser, Windsor, Mo., will contract for 50-barrel flour-mill equipment.

Flour-mill Machinery.—See "Cotton Ginnery."

Flour-mill Machinery.—Jackson County Mills, Scottsboro, Ala., wants to buy receiving separator, pair of hopper scales, elevators, grain conveyors and three-roller corn mill.

Foundry, etc., Equipment.—Victor Metals & Foundry Co., Weymouth, Mass., will buy in the near future equipment for plant.

Gasoline Engines.—Latta & Martin Pump Co., Hickory, N. C., will probably want to buy a considerable number of gasoline engines in sizes of one-quarter, one-half and one horse-power.

Generating Sets.—Proposals will be received at the bureau of supplies and accounts, Navy Department, Washington, D. C., until June 6, to furnish at the navy-yard, Norfolk, Va., four generating sets and spare parts. Blank proposals will be furnished upon application to the navy pay office, Norfolk, Va.

folk, Va.; A. S. Kenny, paymaster-general, U. S. N.

Hardware Manufacturers.—L. R. Hicker-son, Rockville, Md., wants to correspond with manufacturers of builders' hardware relative to contracting for production of newly-invented shutter-holder.

Heating and Ventilating.—See "Building Note" under Washington, D. C., referring to Soldiers' Home.

Heating Apparatus.—R. H. Lake, Greenville, Miss., wants to correspond with manufacturers of heating apparatus.

Huller.—O. M. Alexander, Anniston, Ala., wants to buy a castor-bean huller.

Ice Machinery.—Pass Packing Co., Pass Christian, Miss., will be in the market for an eight-ton ice machine.

Ice Machinery.—Ira J. Davis, Marion, Ala., wants to correspond with manufacturers of ice machinery.

Ice Machinery.—John M. Coleman, South Boston, Va., wants to correspond with manufacturers of ice and cold-storage machinery.

Iron Foundries.—H. J. Faust, Denmark, S. C., wants to correspond with iron foundries relative to the manufacture of his patent oil axle lubricator.

Knitting Mill.—Southern Knitting Co., E. P. Auger, secretary, Corinth, Miss., wants equipment for a 20-machine mill for manufacture of hosiery.

Knitting Machinery, etc.—Musgrove Knitting Co., Nobles Block, West street, Pittsfield, Mass., will buy twelve knitters for underwear and twenty-five sewing machines.

Laundry.—C. W. Waggoner, Lakeland, Fla., wants to correspond with manufacturers of steam-laundry outfits.

Laundry Equipment.—C. D. Smith, Florence, S. C., wants estimates on steam-laundry equipment; possibly second-hand outfit would answer.

Lumber Equipment.—See "Railway Equipment."

Machine-shop Machinery.—Landis Tool Co., Waynesboro, Pa., will purchase \$15,000 worth of machinery.

Machine Tools.—Standard Heating & Boiler Co., H. T. Sinnott, president, 227 S. Cherry street, Nashville, Tenn., will be in the market soon for a good second-hand lathe of 32 to 36-inch swing and a planer of 14 to 16-foot bed.

Machine Tools.—See "Steam Hammer."

Machine Tools.—St. Francis Electric Light Co., M. W. Ewell, secretary-treasurer, Dyersburg, Tenn., is in the market for one planer and one drill press.

Machine Tools.—Coleman Manufacturing Co., Concord, N. C., wants a second-hand 16-inch lathe, very light, with chucks; also one 12-inch drill press, with chucks and drills from sixteen inches to one inch, and a small emery wheel.

Oil Mill.—Dadeville Oil Mill Co., Dadeville, Ala., wants prices on 10 to 15-ton cottonseed-oil mill, with or without boiler and engine. Address F. A. Vaughan.

Oil-mill Machinery.—Louisville Cotton Oil Co., J. J. Caffrey, president, Room 46 American National Bank Building, Louisville, Ky., needs boilers, pumps, filter presses, etc.

Planing Mill.—W. J. C. Gaar, Damascus, Ga., wants to purchase second-hand machinery for the manufacture of flooring, ceiling, etc.

Pulleys, etc.—H. N. Roberts, Calwood, Mo., wants second-hand pulleys, shafting, coupling, etc.

Pumping Machinery.—See "Air Lift."

Railway Construction.—500,000 cubic yards of railroad grading to let in quantities to suit outfits on Alabama & Florida extension, also on Pineapple-Repton extension of Louisville & Nashville Railroad; good prices and long-time job. Apply to R. M. Quigley & Co., contractors, Georgiana, Ala.

Railway Equipment.—See "Spikes, etc."

Railway Equipment.—Major R. B. Baer, receiver Galveston City Railroad Co., Galveston, Texas, has been authorized to buy five miles of 60-pound 60-foot steel rails.

Railway Equipment.—A. S. Haines, Huntington, Miss., wants a (Shay) geared engine of about twelve tons.

Railway Equipment.—W. J. Dillard, Florence, Ala., wants quotations on new and second-hand electrical car, also motor to be attached to another car, trolley line, for one and one-quarter miles, and 16 to 25-pound rails for one and one-quarter miles.

Railway Equipment.—Holland Phosphate Co., Fitzgerald, Fla., is in the market for a second-hand locomotive (Porter preferred), 10-ton or over, 36-inch gauge; two and one-half miles of 30-pound relaying steel rails,

splices, spikes, switches and frogs; also twenty 2½-yard side-dump mining cars.

Road Machinery.—Granville county, N. C., will possibly be in the market for stone crusher and other road machinery. Address "County Clerk," Oxford, N. C.

Rope Machinery.—W. A. Gunning, Jackson, Miss., wants to correspond with manufacturers of machinery for making rope and cordage.

Saw Mill.—G. H. Bell, Monticello, Ark., wants to buy a saw mill of twenty-five to thirty horse-power.

Scales.—See "Spikes, etc."

Sewerage System.—The city of Baton Rouge, La., invites competitive plans and specifications until June 25 for sewerage and drainage system. Address "Board of Public Works."

Sewing Machines.—See "Knitting Machinery, etc."

Shafting.—See "Belting, etc."

Silk-mill Machinery.—York Silk Co., York, Pa., will purchase about \$30,000 worth of machinery.

Silk-mill Machinery.—Holmes Silk Co., Williamsport, Pa., will purchase machinery.

Spikes, etc.—H. H. Clark & Co., Decatur, Ill., want (delivered f. o. b. cars at Kansas City) forty kegs of 20-penny spikes, fifteen kegs of 10-penny spikes, a 500-bushel-capacity hopper scale, ten carloads of 2x4 or 2x6 any length, automatic steam shovel car unloader and car puller.

Steam Hammer.—Warrior Machine Works, Birmingham, Ala., is in the market for a second-hand 300-pound steam hammer; give maker's name, weight, length of time used, present condition and point of shipment.

Steam Shovel.—A. C. Wright & Co., Osgood, N. C., want to buy or rent a steam shovel, second-hand, in good order; prefer a 35-ton 1½-yard shovel.

Steam-shovel Unloader.—See "Spikes, etc."

Steam Specialties.—Gast Brewing Co., St. Louis, Mo., invites proposals until June 15 for furnishing a 200-horse-power feed-water heater, with brass flues, and a 100-horse-power live-steam heater. Bidders must furnish full description.

Suspender-factory Supplies.—The Athletic Suspender Co., W. D. Overbey, Danville, Va., is in the market for webbing, books and eyes, boxes (paper), sheepskin, fancy leather and silk ribbon.

Telephone Equipment.—Rural Retreat Telephone Co., Rural Retreat, Va., will need phones and fixtures.

Theater Equipment.—R. H. Lake, Greenville, Miss., wants to correspond with manufacturers of scenery and chairs.

Tobacco Machinery.—Reynolds Tobacco Co., Bristol, Tenn., wants one 60-horse-power stationary boiler; also two hydraulic pot mills, one nine inches and one twelve inches.

Water-wheel Governors.—W. H. Clark, Stuart, Va., wants to buy water-wheel governors.

Water Works.—The city of Manning, S. C., wants to correspond with parties relative to the construction of a system of water works. Address "The Mayor."

Water Works, Filtering Plant, etc.—See "Filtering Plant."

Woodworking Machinery.—See "Planing Mill."

Woodworking Machinery.—W. E. Small, Corinth, Miss., is in the market for a good second-hand spoke lathe.

Woodworking Machinery.—Biggs Hay Press Co., W. C. Dugan, secretary, Searcy, Ark., is in the market for woodworking machinery.

Woodworking Machinery.—J. M. Farrar, Earlville, Ill., wants 24-inch combined planer and matcher, band saw, jointer and flooring machine.

Woodworking Machinery.—Paul Lawshe, No. 14 Lumber Exchange, Minneapolis, Minn., wants to correspond with manufacturers of and dealers in machinery for manufacturing cigar boxes.

Woodworking Machinery.—Greer Machinery Co., Knoxville, Tenn., wants one 35-horse-power stationary engine and 40-horse-power stationary boiler, one (Greenwood) No. 4 stove cutter, one stove bolt equalizer twenty-four to thirty-four inches, one 42-inch horizontal shingle and heading saw, one 48-inch heading wheel jointer, one 24-inch planer, one Greenwood or Windsor 36-inch slack barrel stove jointer (wheel jointer preferred), for dle or slack barrels, one 24-inch stove saw (Garlock preferred), one saw planer for redressing oil-barrel staves; quote dealers' prices on above, both new and second-hand.

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## GENERAL INDUSTRIAL NEWS.

The Watson Wagon Co. will manufacture vehicles at Canastota, N. Y. D. S. Watson may be addressed.

M. H. Kulp of Shamokin, Pa., may be addressed relative to the Kulp Lumber Co., capitalized at \$60,000.

The Findlay Machine Co., recently formed at Findlay, Ohio, includes C. B. Angell as one of the incorporators.

The Glens Falls Lantern Co. of Glens Falls, N. Y., it is reported, intends making an addition to its works.

William O. Dorsey of Terre Haute, Ind., is president of a company recently formed to manufacture paving material.

A. L. Pitney and others of Youngstown, Ohio, have organized the Youngstown Range & Store Co. to manufacture these goods.

The Runkell Car Fender Co. has been formed at Portland, Maine, with \$100,000 capital stock, by E. W. Hunt and others.

D. L. Melick of Roseville, Ohio, has formed the Melick Pottery Co. with other residents of that town. It is capitalized at \$10,000.

The Quaker Milling Co., capitalized at \$25,000, will operate flouring mills at New Britain, Pa. T. S. White may be addressed.

Elmer Wilson of Niles, Ohio, is a director in the Niles Electric Co., formed to manufacture electric-power for various purposes.

The Lodi Manufacturing Co., recently formed at Lodi, Ohio, will make hardware specialties in a plant to be erected at once.

The Gender Manufacturing Co. at Milwaukee, Wis., may enlarge its tinware and stamping works. Plans are being considered.

C. C. Barton of Framingham, Mass., is interested in the Coal-Saving Compound Co., recently incorporated with \$500,000 capital stock.

The Musgrove Knitting Co. of Pittsfield, Mass., will add considerable equipment to its plant, including knitting and sewing machines.

Plans are being prepared for a plant to be erected by the Schirke Brewing Co. at Buffalo, N. Y., which it is estimated will cost \$30,000.

E. F. Lovejoy of Burrillville, R. I., is a director in the Glen Worsted Mills, formed to manufacture fabrics, with \$100,000 capital stock.

The National Motor Co., recently formed at Bridgeport, Conn., includes Hon. A. W. Paige of that city. It is capitalized at \$2,500,000.

James Kennedy and others of Girard, Ohio, are negotiating with a company which may locate a factory for making boilers at that place.

The Moran Bros. Co. of Seattle, Wash., is reported as about to add a floating dry-dock to its plant and to enlarge the machine shop.

The Essex Light & Power Co. of Essex, Conn., it is stated, will construct a plant which will have a capacity for 3000 incandescent lamps.

The Pressed Steel Car Co. of Pittsburgh, Pa., has recently completed fifty cars which will be utilized on the government railway system of Egypt.

The Litchfield Manufacturing Co. of Litchfield, Mich., will manufacture farm implements, with \$10,000 capital. C. G. Sherck may be addressed.

The Holmes Silk Co. of Williamsport, Pa., will erect a main building and a wing for its plant and has let contracts. Machinery will also be needed.

The Midvale Steel Co. of Philadelphia is considering the erection of an open-hearth steel plant and another forge shop in connection with its works.

B. T. Becker of Milwaukee, Wis., is reported interested in the Newaygo Portland Cement Co., a recent incorporation with \$1,500,000 capital stock.

Recent losses by fire are as follows: Ohio Sash & Door Co., Cleveland, Ohio, \$100,000; Walker Stratman & Co., fertilizing plant, Pittsburg, Pa., \$100,000.

The Moravia Manufacturing Co., recently formed at Moravia, N. Y., will manufacture machinery of various kinds. P. C. Reynolds may be addressed.

H. A. Middleton of Erie, Pa., may be addressed relative to the Pennsylvania Rubber Co., which will manufacture rubber goods, with \$100,000 capital stock.

Frederick A. Chapman of Atlantic City, N. J., may be addressed relative to the Pennsylvania Gas Fixture Co., recently formed with \$100,000 capital stock.

A portion of the plant of Russell & Co., manufacturers of roadmaking machinery at Massillon, Ohio, has been destroyed by fire. The estimated damage is \$75,000.

A contract for the ironwork of the beet-sugar factory to be built at West Bay City, Mich., has been secured by Messrs. Bartlett, Hayward & Co. of Baltimore.

The North American Metal Co., recently incorporated, is capitalized at \$1,000,000 for mining purposes. Frank R. Cain, No. 79 Clark street, Chicago, is a director.

The Garden City Spring Co. of Chicago, Ill., will probably rebuild its rod mill recently burned. The company may be addressed at Cregan Station, Chicago.

Joseph S. Rice of 1150 Germantown avenue, Philadelphia, is interested in the Rice Switch Co., formed to manufacture railway equipment, with \$50,000 capital stock.

The Colonial Iron Co., at Riddlesburg, Pa., has been incorporated, with \$150,000 capital stock, for manufacturing purposes by L. B. Shaw of that town and others.

A dispatch from Lorain, Ohio, is to the effect that Thomas L. Johnson of the Lorain Steel Works is purchasing a site for another plant of this kind at Port Clinton, Ohio.

The additions to the Sparg Wire Works at Rome, N. Y., it is announced, include an additional machine shop and a boiler and engine house. Plans are being prepared.

The additions to the works of Messrs. Landers, Frary & Clark of New Britain, Conn., include a foundry, also rolling mill and works for making hardware specialties.

A. L. Barbour, at West Newton, Mass., may be addressed relative to the United States Signal Co., which has recently been incorporated to manufacture these specialties.

A dispatch from Gloucester, Mass., states that Frederick C. Watson is preparing plans for a refrigerating plant to be built in that city which will cost \$275,000; it is to be fire-proof.

What is known as the Townsite Co. of Superior, Wis., it is reported, will complete the blast furnaces started at this point several years ago. Each of the two furnaces will have a capacity of 100 tons of pig iron daily.

The Victor Metals & Foundry Co. of Weymouth, Mass., has let contracts for its foundry building. The question of purchasing additional machinery has not been decided as yet.

The York Silk Co. of York, Pa., will let contracts at once for its plant, which will include a silk mill and a power-house. About \$30,000 worth of machinery will be purchased.

The Tuna Glass Co. of Bradford, Pa., will erect a batchhouse, tankhouse, flattening-house, stovehouse, blacksmith shop and office building. The buildings are now under construction. A boiler and engine will be needed.

The Milwaukee Electric Co., recently formed at Milwaukee, Wis., it is announced, will make a specialty of motors for operating power tools. W. P. Harper is president of the company.

Another motor-carriage company has been incorporated and will have its offices at Andover, Maine. J. G. French may be addressed. It is called the United States Motor Carriage Co.

The Shawmut Machine Co., recently formed in Maine, will manufacture boot and shoe equipment, and is capitalized at \$100,000. F. F. Holland, at Portland, Maine, may be addressed.

A dispatch from Milwaukee, Wis., is to the effect that the Milwaukee Harvester Co. will expend \$100,000 in additions to its present works. It has secured twelve acres of land on which to build.

The Lalance & Grosjean Manufacturing Co. of Woodhaven, N. Y., informs the Manufacturers' Record that contracts have been let for its new office building, which will be 400x200 feet in size.

The Lehigh Valley Railroad Co. has decided to construct an elevator at Perth Amboy, N. J., which will cost \$50,000. Philip N. Gill of Brooklyn, N. Y., it is stated, has secured the contract.

It is reported that F. G. Van Riper of Long Island City, N. Y., has secured a contract for erecting works for Fleischmann & Co. in that vicinity which will comprise twenty-eight buildings.

The Monessen Tin Plate Co. of Monessen, Pa., it is announced, has determined to add seven mills, which will double the capacity

of its present plant. W. H. Donnelly is a director of the company.

The additions to be made to the plant of the National Steel Co. at Mingo Junction, Ohio, it is understood, will include two furnaces of a combined capacity of 500 tons daily, also a finishing mill.

The Kline Machine Co., recently formed for manufacturing dynamos and engines, is capitalized at \$1,000,000. Charles A. Burns, corner of Liberty and Greenwich streets, New York, may be addressed.

Arrangements are being made to construct a beet-sugar factory at Santa Fe, N. M., which will cost \$300,000, in connection with an irrigation plant to cost \$400,000. Charles F. Street is reported as interested.

The addition to be made to the plant of the Lorain Foundry Co. of Lorain, Ohio, it is stated, will give increased facilities to the molding department. Considerable compressed-air machinery is to be installed.

It is stated that the works to be erected by the Twyford Vehicle Co. will employ about 800 men and have a capacity for turning out 1000 motor vehicles annually. Robert E. Twyford, at Pittsburg, is one of the promoters.

The Smith Webbing Co. of Pawtucket, R. I., informs the Manufacturers' Record that contracts have been let for its mill, which will have a building 225x55 feet, also an engine and boiler house. Some equipment will be purchased.

H. W. Hartman of Pittsburg, Pa., is interested in a company which intends manufacturing steel tubing at Ellwood City, Pa. Contracts have been prepared for the erection of two buildings each of which will be 100x300 feet in size.

The Landis Tool Co. of Waynesboro, Pa., writes the Manufacturers' Record that contracts have been let for an additional machine shop, which will be 120x80 feet in dimensions. About \$15,000 worth of machinery will be purchased.

The International Smokeless Powder Co., recently incorporated, it is reported, has let contracts for works to be erected at South Amboy, N. J. The company is capitalized at \$10,000,000. W. W. Gibb of Philadelphia is one of the promoters.

Thomas Walker, it is stated, represents a syndicate which has recently purchased ground at Rankin, Pa., where a wire plant may be erected. L. F. Holtzman of Braddock, Pa., is mentioned among the principal parties interested.

Samuel Severance of Pittsburg, Pa., confirms the report that a site has been secured for a factory to make spikes and rivets at Glassport, Pa. The main building will be 300x100 feet in size. Contracts will be let at once. The firm may be addressed at 51 Water street, Pittsburg.

It is reported that parties interested in the Pennsylvania and Maryland Steel companies have secured control of the Eureka Steel Works at Chester, Pa., and will enlarge its capacity. The new company is to be called the Solid Steel Casting Co.

The Manufacturers' Record in a recent issue referred to a report that additions were contemplated to the plant of the Cramp Shipbuilding Co. at Philadelphia. It is now reported that a new dry-dock has been decided upon in connection with other improvements.

In a letter to the Manufacturers' Record Joseph Wharton, owner of the furnace property at Port Oram, N. J., writes that the location of a new blast furnace at this point has not been definitely decided as yet. Mr. Wharton's address is No. 206 Philadelphia Bank Building, Philadelphia, Pa.

Messrs. Laughlin & Co. of Pittsburg, Pa., have determined to erect 800 new coke ovens in connection with other plants in Western Pennsylvania and have let contracts to Messrs. Drake & Stratton. It is estimated that the cost will be \$400,000 and that 50,000 cubic yards of masonry will be needed.

The Iola Portland Cement Co. will have its plant at Iola, Kans. John T. Holmes of Detroit, Mich., informs the Manufacturers' Record that it will let contracts in a few weeks for a steel building 450x60 feet, also a power-house. It is calculated that fully \$600,000 worth of equipment will be purchased.

The New York Central Railroad Co. is reported as about to construct another elevator in the suburbs of New York city, which will have a capacity of 3,000,000 bushels. In addition to the elevator, several large warehouses, it is understood, will also be built. The chief engineer may be addressed at Grand Central Station, New York.

Knitters and Bicycles.—The Homer P. Snyder Manufacturing Co. of Little Falls,

N. Y., will succeed the Snyder Bicycle and Machine Works and make a specialty of circular-ribbed knitting machines and bicycles, also supplies for such equipment. The company has been organized with \$30,000 capital stock. Titus S. Heard is president; Frank Senlor, secretary, and Homer P. Snyder, treasurer and general manager.

## TRADE LITERATURE.

Some Westinghouse Literature.—Several new circulars and leaflets have been issued by the Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa. Alternating-current fan motors, direct-current fan motors, direct-connected railway generators, lighting arresters and Tesla polyphase induction motors are treated of in the literature referred to. Interested parties may obtain catalogues on application.

To Steam-Users.—A catalogue is before us that calls attention to its contents all those who are steam-users. The devices presented are well and favorably known throughout the country, but as the manufacturer progresses and improves his product it is the purpose to call attention to the improvements and point out their merits. All steam-users should ask Messrs. Richard Thompson & Co. of 120 Liberty street, New York, for a copy of their steam specialties catalogue.

Preservative Paints, Roofings, etc.—Practical demonstration in use and service is necessarily a great recommendation for articles of any sort. Such demonstrations of the most successful character are claimed to have been made, and as being constantly made, by the ruberoid roofing, building papers, etc., of the Standard Paint Co. of 81 John street, New York city. In several new leaflets and an illustrated catalogue the company presents the principal points of advantage which its goods offer.

Steam Specialties.—There are numerous steam specialties on the market the utility of which is not questioned by any steam-power operator. The Standard Steam Specialty Co. produces a varied line of these steam specialties that will appeal to every user of steam who is on the "qui vive" for that which will improve his service and lessen the cost of his product. The company here mentioned has issued a descriptive and illustrative price-list of its devices, including combination muffler tank, oil separator, return tank, pump governor, high-pressure boiler feeder, back-pressure valve, steam trap, blow-off cock, pressure-reducing valve, reducing-pressure reducing valve, steam separator, exhaust head, etc. Steam-users should have a copy of this booklet; write the office at 111 Fifth avenue (Constable Building), New York city.

It is stated that a cottonseed-oil mill will be erected at Thomson, Ga., to be known as the Thomson Oil Mill. The promoters of this enterprise are Messrs. W. and R. W. Roswell and W. A. Rigby. Work on the mill will begin at once and pushed to completion so as to be ready for operation about the middle of September. It is intended first to build the oil mill proper, which will be confined for the present to the crude product. When this is in successful operation the management will begin to add their other departments.

The Atlantic Trust & Deposit Co. of Baltimore, of which Hon. W. T. Malster is president, has purchased the Massachusetts Building recently erected in Baltimore. It is understood that the price paid was about \$650,000. The trust company will utilize a portion of the building for its offices.

## Western Maryland Railroad Summer Boarding Directory.

Summer Boarding Directory Booklet issued by the Western Maryland R. R., containing list of one hundred and fifty Hotels, Cottages, Farm and Private Boarding Houses located on the line of or convenient to the Western Maryland R. R., with rates, names and P. O. addresses of proprietors and other special information, can be obtained at Hillen, Union, Pennsylvania Avenue, Fulton or Walbrook Stations. Also at Ticket Office, 111 E. Baltimore St., or will be mailed to any address free. Address Thomas E. Jenkins, Passenger and Advertising Agent, Hillen Station, Baltimore, Md.



## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## High Prices for Southern Bonds.

The sale of North Carolina bonds recently announced in the Manufacturers' Record attracted bidders from a number of Southern cities, as well as from the principal investment centers of the country. The Wachovia Loan & Trust Co. of Winston, N. C., has purchased the bonds, paying 109.275. The bonds bear 4 per cent. interest, and the price ranges among the highest ever received for Southern securities of this class. The figures attracted the attention of the Financial Chronicle of New York, which comments on the sale as follows:

"The State of North Carolina has this week disposed of an issue of bonds on a very low interest basis. It has sold \$110,000 of 4 per cents at a premium of 9.275 per cent. At this figure the yield to maturity is only 2.924 per cent. per annum. The bonds went to a local institution, the Wachovia Loan & Trust Co. of Winston, but there were no less than fifty-one bids from thirty-six bidders, including a number of leading dealers in municipal bonds in the North. There were some distinctive features about these bonds which may possibly have tended to enhance the price. Like the other North Carolina bonds outstanding, the new issue is exempt from all taxation, 'State, county and municipal, general and special,' and as in those cases, too, the coupons are to be receivable 'in payment of all taxes, debts, dues, licenses, fines and demands due the State of North Carolina.' But North Carolina's credit has been good for some time, and except for that fact the issue could not have been disposed of on such favorable terms. Everyone who has the interests of the South at heart will rejoice that one of her Commonwealths should find it possible to borrow money so advantageously."

## A Bond Offer.

In another column will be found the details relative to an issue of \$200,000 for sale by the Mercantile Trust & Deposit Co. of Baltimore. The bonds are a part of an issue of \$300,000 on the property of the Massachusetts Building Co. of Baltimore, and bear interest at 5 per cent. This company erected what is known as the Massachusetts Building, which is one of the largest in the city, at a cost of \$400,000. According to the financial statement, it is calculated that the net earnings from this building, estimating that three-fourths of the offices are rented, will amount to \$47,500. As the entire issue of first-mortgage bonds is but \$300,000, the amount applicable for interest exceeds the interest on this issue by over \$30,000. The valuation of the property is placed at \$500,000 including the site.

## An Important Consolidation.

The announcement is made that the consolidation of the street-railway system and lighting interests at Lexington, Ky., has at last been effected. The International Trust Co. of Baltimore, the Continental Trust Co., also the banking firms of Middendorf, Oliver & Co. of Baltimore and John L. Williams & Sons of Richmond, are interested in the matter. It is understood that the new company will be capitalized at \$830,000, with a bond issue of the same amount at 5 per cent. Mr. R. Lancaster Williams of Richmond

has been elected president of the company, and Messrs. J. W. Middendorf and S. Davies Warfield of Baltimore are among the directors. This is one of the most important railway and light consolidations yet effected in the South.

## Bankers of Georgia.

The Georgia Bankers' Association will meet at Warm Springs next week. Among the topics to be discussed are the perfection of merchandise collateral in the South in the interest of the banker, producer and manufacturer, the use of signed property statements, the bearing of the bankruptcy law upon banks, the uniform negotiable instrument law, the cotton mill as an adjunct to a country bank, the operations of the internal revenue law, unprofitable accounts and overdrafts and loans to officers.

## Southern Mill Dividends.

Dividends recently declared by Southern cotton mills include the following: American Spinning Co., Greenville, S. C., 8 per cent. annual; Cherokee Cotton Mills, Blacksburg, S. C., 6 per cent., payable July 1, and the same amount payable November 1. In addition to these dividends the company has arranged to pay an indebtedness of \$40,000 and expend \$10,000 for additional machinery.

## New Corporations.

L. A. Earle and others have organized the Building, Loan & Investment Co. at Anderson, S. C.

There is a possibility that another bank will be organized at Cumberland, Md., by local capitalists.

The Real Estate Banking Co. of Wheeling, W. Va., has been incorporated by D. G. Morgan and others of that city.

The Security Banking Co. of Grandview, Texas, has been chartered, with \$10,000 capital, by J. A. Hill and others.

The Monroe Loan Association has been incorporated at Baltimore, with \$130,000 capital stock, by John F. Reed and others. J. W. Boring of Johnson City, Tenn., is interested in the proposed bank to be organized in that town with a capital of \$50,000.

Nearly all of the stock has been taken in the Citizens' Savings Bank, which is being organized with \$25,000 at Durham, N. C.

The Victoria Investment Co., recently formed at Victoria, Texas, will be capitalized at \$15,000. John T. Duncan is one of the directors.

The Exchange Bank, recently formed at Pass Christian, Miss., is capitalized at \$25,000. Among those interested are G. H. Taylor and G. P. Brandt.

The Trimble Banking Co. has been incorporated to do business at Wickliffe, Ky., with \$10,000 capital. I. N. Trimble is one of the principal promoters.

The Bank of Lafayette, Ga., recently organized with \$20,000 capital, has elected N. J. Biting, president; N. T. Shaddock, vice-president, and J. E. Patton, cashier.

The Bank of Raleigh has been recently formed at Beckley, W. Va., and will probably be capitalized at \$25,000. Hon. John W. MacCreary is president of the institution.

The American Exchange Bank, recently organized at Newport News, Va., will begin business in a few days with the following officers: President, F. F. Finch; vice-president, A. E. G. Klor.

A dispatch from Richmond, Va., is to the effect that Newton Rockwood and others are interested in the formation of another national bank in that city, which will have a minimum capital of \$100,000.

John Carraway of Biloxi, Miss., and J. I. Seldon of Greensburg, Ala., are interested in organizing another national bank

at Mobile with \$200,000 capital, which will be known as the City National Bank.

## New Securities.

A dispatch from Victoria, Texas, states that the city council is considering an issue of bonds for improvements.

The Cambridge Manufacturing Co. of Cambridge, Md., has decided to issue \$10,000 worth of additional stock.

Raleigh investors have bought the issue of \$10,000 in 6 per cent. bonds of Sanford, N. C., at a premium of 5.83 per cent.

The town of Elm Grove, W. Va., has voted an issue of \$4000 in bonds for improvements. The mayor may be addressed.

Wharton county, Texas, has sold an issue of \$23,000 in 4½ per cent. refunding bonds to J. B. Oldham of Dallas, Texas, at a premium of \$615.

The city council of Jennings, La., may call for an election to decide on the question of issuing bonds for improvements. The mayor may be addressed.

The issue of \$55,000 in 4½ per cent. bonds of Montgomery, Ala., will be sold on June 12. Bids will be received by R. H. Sommerville, city treasurer.

The town of St. Petersburg, Fla., has voted in favor of issuing \$10,000 in bonds at 5 per cent. for improvements. The mayor will give further information.

The town of Valdosta, Ga., will probably place on the market its proposed issue of \$35,000 in 5 per cent. bonds in the near future. Address the mayor.

D. A. Mash, president of the finance committee of Biloxi, Miss., will receive bids until June 15 for the issue of \$40,000 in 5 per cent. bonds for improvements.

The city treasurer may be addressed relative to the issue of \$30,000 in 5 per cent. bonds of Washington, Ga., for which proposals will be received until June 12.

The issue of bonds to be sold by Rocky Mount, N. C., amounts to \$40,000, and bears interest at 4 per cent. Bids will be received until June 6 by T. T. Thorne, city clerk.

The bond issue decided upon by the town of Monroe, La., amounts to \$150,000 and will be utilized for a sewerage system. The mayor will give further information.

C. J. Brown, mayor of Southern Pines, N. C., informs the Manufacturers' Record that the people have voted to issue \$10,000 worth of 6 per cent. bonds for improvements.

The city council of Fort Worth, Texas, is considering the question of issuing bonds at 4 per cent. to refund the city's present obligation. The mayor will give further information.

A. B. Hill, secretary, will receive bids until June 5 for the issue of bonds to be sold by the school district of Memphis, Tenn. The bonds will bear 4 per cent. interest and amount to \$30,000.

W. C. Shackelford has purchased \$25,000 worth of 6 per cent. bonds of Birmingham, Ala. It is understood that the city will sell \$20,000 worth of additional securities in the near future. Address the mayor.

A correspondent of the Manufacturers' Record writes that the business men of Greenville, Miss., will probably issue \$10,000 in bonds to build an opera-house in that town. W. A. Everman, secretary of the Sunflower Land & Manufacturing Co., may be addressed.

## Dividends and Interest.

The Berkley Loan Association of Berkley, Va., has declared a dividend for the year of 7½ per cent.

The Consolidated Gas Co. of Baltimore will pay interest coupons, due June 1, at the First National Bank of Baltimore.

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The Bank of Amite City, La., has declared a semi-annual dividend of 5 per cent., in addition to increasing its surplus fund.

Interest due on bonds of the Algiers Water & Electric Co. of Algiers, La., will be paid by the Louisiana National Bank at New Orleans.

The Citizens' Trust Co. in Baltimore has elected William Whitridge, third vice-president, and John Brogden, secretary and treasurer.